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Sport

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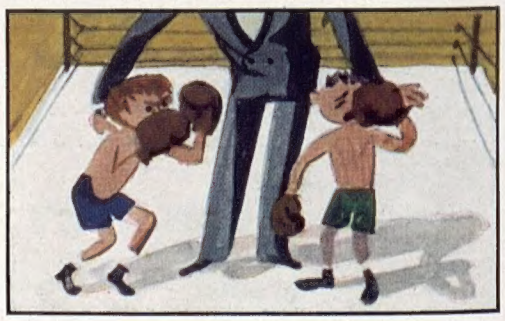
Our "Gee-Whiz, the Ringside" programme gives you the pick of the day's sport. We show you the Test Match, except when we have to make room for "Pacifier", the Programme for Nearly Threes at 4 o'clock. If the demand for unsportingly high fees precludes us from showing you the rest of the top contests, we can still give you such slightly less well-attended events as the boxing trials for Under Tens and, in between times, take you right among the competitors in the cross country tri-car test. This difficult course for low-powered engines includes the mound in Mud Field, and so far no-one has crested it.

But now over to Schweppington Oval, where George Countryside is waiting to tell you that although play has been resumed at last, there is a little delay here because P.G.L. Stoker, brother of A.G., is having trouble with his pad strap—and, yes, here comes our twelfth man, Tony Striker, who has anticipated him. There's quite a little stir, in the crowd. Funny that his name too, begins with St. Has it ever struck us what a team could be made out of cricket names beginning with St.? During the pause, let's have another look at that skyline, camera. Recognise that scaffolding? But here comes the ball—no, Stoker made as if to strike but almost at once decided to withdraw his bat with that so very easy, that so frightfully familiar, gesture. It must be 42 minutes since P.G.L. intended to make contact, conceivably a record for red-haired left-handers. We'll just ask Ray Wobber...

Everybody likes this programme, because we are all thrilled by sport particularly without the dangers of getting there, to say nothing of the horrors of taking part. So let's draw the curtains, shut out the breezes and the light, and settle down.



Written by Stephen Potter; designed by George Him

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EVERYONE HAS A "DOUBLE" WHEN IT'S
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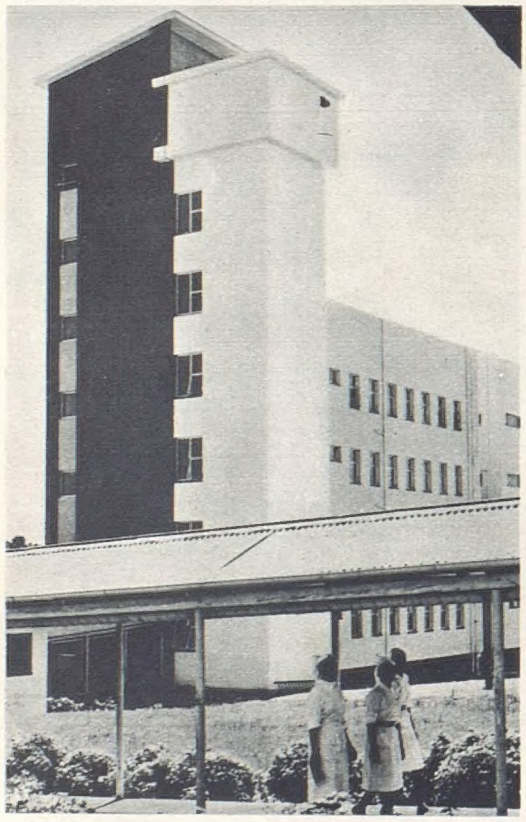
Focus on a new nation



An African nation will vote for their own national parliament in South Africa next year. They are the 3,500,000 Xhosas, whose homeland is the Transkei, a territory twice the size of Wales. They will be the first of the many African peoples within the borders of South Africa to reach this advanced stage in progress to full autonomy.
To ensure that this political growth is meaningful economic and social development is keeping pace. The land that the forbears of the Xhosas chose to settle is among the most fertile and well watered stretches of Africa. In recent years its potential has been multiplied many times over in one of the continent's greatest agricultural revolutions. Ten million pounds a year is being spent on further development in the Transkei and other homelands.....
The territory's health services and education programmes are unequalled in Africa. Five out of every six children are at school. They are taught by nearly 5,000 teachers in 1,600 schools. There is also a university college to serve as focal point of Xhosa national development.
The demand for trained men and women from school and college grows daily. Eventually all positions of authority in the Transkei will be theirs. That is the meaning of South African policy.

joncarr

Issued by The Department of Information

SOUTH AFRICA HOUSE, LONDON, W.C.2

Volume CCXLIX No. 3237

THE SPHERE

LONDON, June 16, 1962

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With which are incorporated *The Graphic* and *Black & White*

IVORY COAST VISITORS

M. Félix Houphouët-Boigny, President of the Ivory Coast Republic, and his wife, smile appreciatively after being met at Victoria Station, in London, by Mr. Macmillan and Lord Home. M. and Madame Houphouët-Boigny were in London on a four-day official stay last week as part of a three-month tour of Western countries. During their stay they were given lunch by the Queen and dinner by the Prime Minister and Lady Dorothy Macmillan. Speaking at a press conference at the end of his visit, the Ivory Coast President said that the purpose of his present tour was to make his country and its potentialities better known. The Ivory Coast Republic (population: 3,265,000) lies on the coast of West Africa between Liberia and Ghana, and is associated with the Monrovia-Lagos grouping of African powers, which follow a moderate policy in external affairs. It became independent in 1960. M. Houphouët-Boigny, a personal friend of President de Gaulle, has been a dominant political figure in "French" Africa for the past fifteen years and was the founder of the Rassemblement Démocratique Africain in 1946 which spread to many French colonies

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SIMULATING COMBINED LAND-AIR WARFARE ON SALISBURY PLAIN

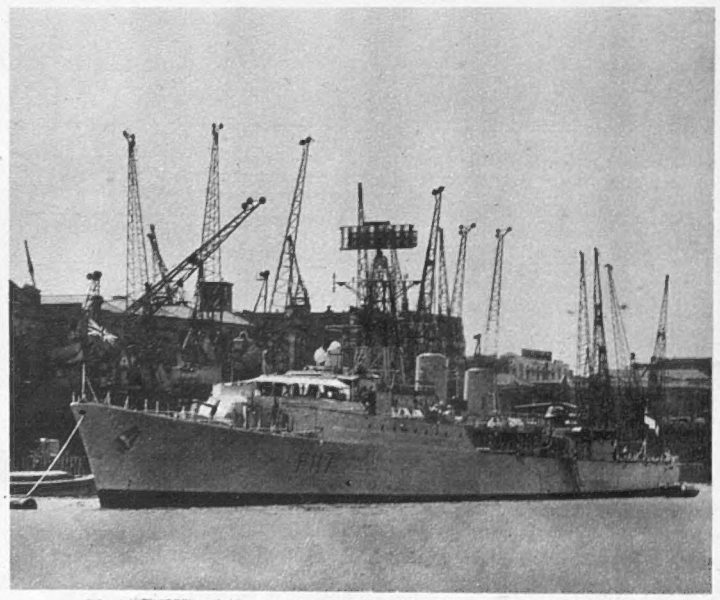
Young officers and cadets watch the full-scale rehearsal of part of a demonstration by the three Services of latest techniques of land-air warfare, held on Salisbury Plain. They are seeing an assault simulating the capture of ground dominated by an airstrip, by a company of No. 43 Commando, Royal Marines, in Navy Wessex helicopters. **Below left:** Examining the Conqueror Mk. II tank. The final display last week was seen by the Chief of Defence Staff, Earl Mountbatten, the various staff colleges, and foreign military attachés. On show were anti-tank guided weapons, rockets, helicopters, and various aircraft in ground support roles

Far right: Following the May transfer of the headquarters of the Flag Officer Middle East from Bahrain to Aden, the Middle East Commanders of the Royal Navy, Army and R.A.F. are now under one roof at the Unified Headquarters of the Middle East Command under Air Marshal Sir Charles Elworthy, the C.-in-C. From left are Air Vice-Marshal F. E. Rosier, A.O.C. Air Forces Middle East; Rear-Admiral A. A. F. Talbot, Flag Officer Middle East; the C.-in-C.; Major-General J. A. R. Robertson, General Officer Commanding Middle East Land Forces; and Brigadier R. C. Macdonald, Chief of Staff to the C.-in-C.

LOOKING AT ONE OF BRITAIN'S LATEST TANKS

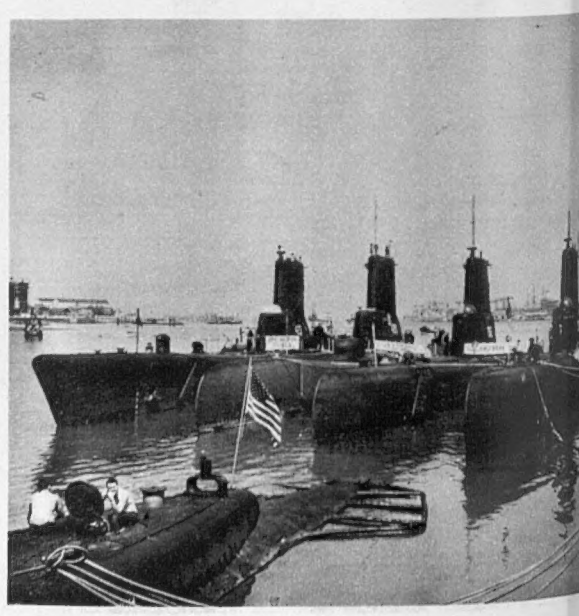
UNIFIED COMMAND IN THE MIDDLE EAST

The general purpose frigate H.M.S. *Ashanti*, described as the first major warship of Britain's "new" navy, is moored in the Pool of London, near Tower Bridge. Her helicopter is seen aft. On a week's official visit to London, the *Ashanti* created a record in sailing up the Thames, since she was the first big warship to sail the river by gas turbine. Her propulsion machinery consists of a steam turbine for normal cruising and a gas turbine for boost and for getting under way without raising steam



THE *ASHANTI* IN THE POOL OF LONDON

Far right: Moored at H.M.S. *Dolphin*, the R.N. submarine headquarters at Gosport, are four of the eight U.S. submarines visiting Britain. They are, from left, the *Torsk*, *Tirante*, *Halfbeak* and *Dogfish*. All are diesel - powered submarines



AMERICAN SUBMARINES AT GOSPORT

THE NEWS IN PICTURES

A SCENE AT THE HUSTINGS IN THE ALBANIAN ELECTIONS

Albanians gather round a polling station in Durazzo, the Albanian seaport. The posters round the door show a worker casting his vote, and General Enver Hoxha. In last week's election it was announced that all but seven of the country's 889,875 voters went to the polls. Of these only forty failed to vote for General Hoxha's Communist-controlled National Front. Of these forty, three were invalid. Thus remained thirty-seven which were definitely regarded as votes of opposition. Opposition votes have dwindled gradually since the 37,000 registered in the election in 1945 in which the Communists came to power

THE QUEEN MOTHER TOURS A COLLEGE

Below right: Queen Elizabeth the Queen Mother talks to a student while touring the National Training College, in Buckingham Palace Road, London, of which she has been patron since 1938. One of the College's lecturers looks on. This College, founded eighty-nine years ago for training teachers and technical students in domestic subjects, is due to close in July at the end of the academic year. On Thursday of last week the Queen Mother left for a ten-day visit to Canada

THE EMPEROR IN THE PADDY-FIELDS

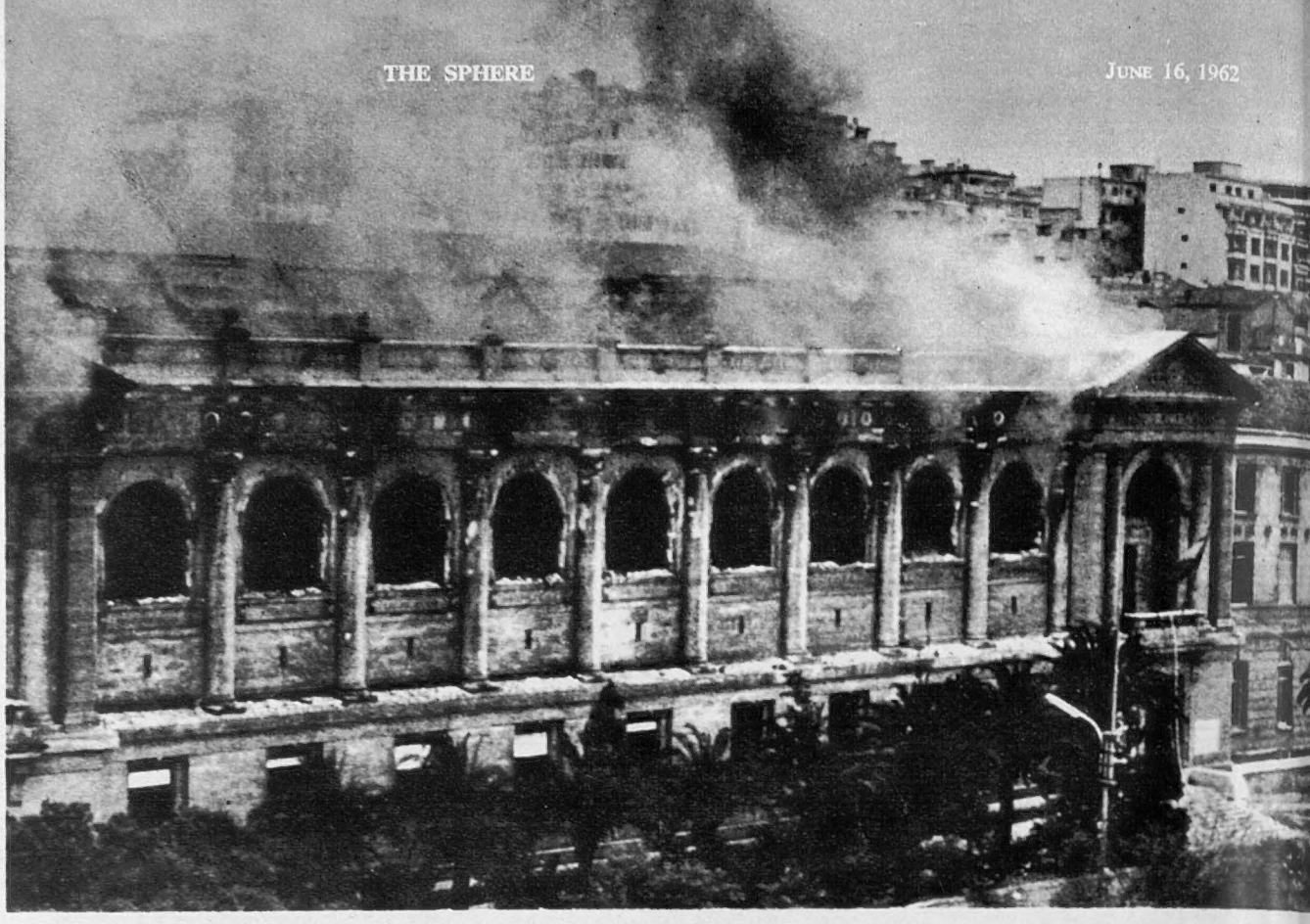
Far right: Wearing waders and a trilby, Emperor Hirohito of Japan plants rice in a paddy-field in the grounds of the Imperial Palace in Tokyo. He is assisted by court officials, who are dressed in a more traditional style. The Emperor always helps in the annual rice-planting in the paddy-fields of the Palace

PARTY BOSSES OF THE WEST GERMAN C.D.U.

Below right: Herr Dufhues and Dr. Adenauer are seen after the elections at the congress of the Christian Democratic Union in Dortmund, West Germany. The Chancellor was re-elected for the seventh time as party chairman for a term of two years. He obtained 391 of the votes cast; only nineteen delegates opposed him and forty-six abstained. Herr Dufhues, who is Minister of the Interior of North Rhine-Westphalia, was elected as business manager of the party with an even larger majority than Dr. Adenauer

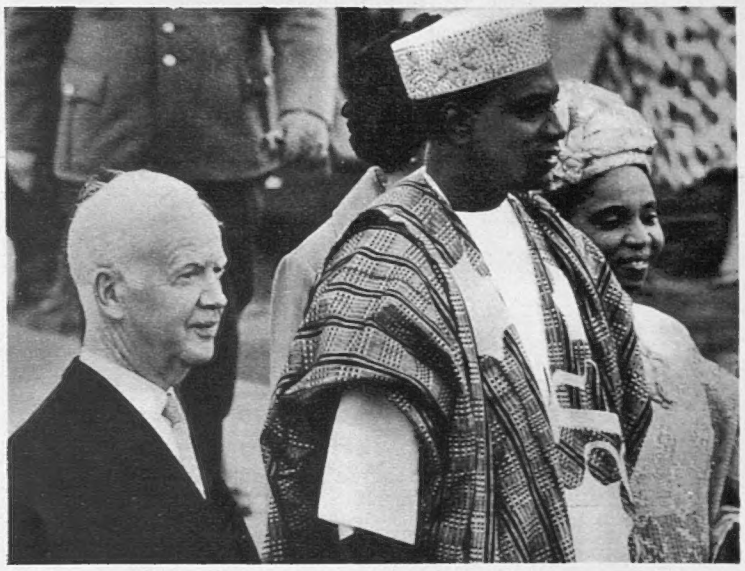
CUNARD AND B.O.A.C. GET TOGETHER

Far right: Sir John Brocklebank (left), chairman of the Cunard Steam-Ship Company, and Sir Matthew Slattery, chairman of the British Overseas Airways Corporation, shake hands after their Press conference at Londonderry House, London. At the conference it was announced that B.O.A.C. and Cunard Eagle Airways had joined forces in a new company to be called B.O.A.C.-Cunard Ltd. The new company will operate all-British scheduled air services to and within a large part of the western hemisphere



Heavy clouds of smoke billow from the University of Algiers after O.A.S. terrorists exploded three bombs in the building. Flames rose 75 ft. in the air and by the time the fire was brought under control main sections of the faculties of law, science and medicine had been destroyed and the library badly damaged. The University and a number of schools were buildings attacked last week by the Organisation of the Secret Army after it had announced that it was resuming its "scorched earth" policy in Algeria. The resumption of violence after a week of uneasy peace coincided with the execution in Paris of two convicted O.A.S. murderers. Also in Paris, ex-General Jouhaud, last week under sentence of death, made an appeal to the O.A.S. to end their campaign of violence, but ex-General Salan, the former O.A.S. leader, did not, at least immediately, endorse Jouhaud's appeal

UNIVERSITY OF ALGIERS ON FIRE IN A RENEWED WAVE OF VIOLENCE IN ALGERIA



Herr Lübke, the Federal President of West Germany, is seen at the airport at Bonn with President Modibo Keita of Mali and his wife. President Keita was in West Germany as part of a tour of countries on both sides of the Iron Curtain. He had previously been in Czechoslovakia and in the Soviet Union. Formerly French, the Republic of Mali professes neutralism and is a member of the Casablanca group of African countries

Far right: Chief M. Emeribe Ejimofor of Eastern Nigeria sits in his office. Chief Ejimofor has recently been appointed the Ambassador for the Federation of Nigeria to the Federal Republic of Germany. Born in Owerri, in Eastern Nigeria, in 1922, he has been the senior legal practitioner in his region

WEST GERMANY RECEIVES A VISIT FROM THE PRESIDENT OF MALI AND AN AMBASSADOR FROM NIGERIA

THE MONACO GRAND PRIX

Bruce McLaren, in the new V-8-powered works Cooper, crosses the finishing line to win the twentieth Monaco Grand Prix at Monte Carlo, only a few yards ahead of the second car, the leading works Ferrari, driven by Phil Hill. The race, the second Grand Prix of the European season, was one of the most dramatic ever seen on this twisting circuit round the houses of Monte Carlo. As the field entered the first corner at the start of the race, there was a multiple collision in which three cars were eliminated and others damaged. For most of the 100 laps, the race was led by Graham Hill in the V-8 B.R.M., but he was forced out of the race near the end with engine trouble. Bruce McLaren took over the lead only to be challenged by Phil Hill in the closing stages. These drivers and cars will be battling again tomorrow, June 17, in the Belgian Grand Prix

THE NEWS IN PICTURES

A Government soldier drags a dead companion away from the fighting in the streets of Puerto Cabello, a port thirty miles from Caracas, the capital of Venezuela. The second revolt of Marines in a month was put down there last week by Government troops, of whom 136 were killed and many hundreds wounded in fierce fighting. Rebel casualties were difficult to estimate, but were reported to be at least as great. The 400 Marines who started the revolt in the naval base at Puerto Cabello were stated to have received much support from civilians in the town. The Government of Venezuela, under President Betancourt, blamed the uprising on the Communist Party of Venezuela and the Movement of the Revolutionary Left, both recently proscribed

VIOLENCE IN THE STREETS IN AN ABORTIVE RISING OF MARINES IN VENEZUELA

Archbishop Makarios, first President of the Republic of Cyprus, leaves National Airport, Washington, with President Kennedy, at the start of a five-day official visit to the U.S. During his stay, Archbishop Makarios conferred with the American President; Mr. Dean Rusk, the Secretary of State; and Mr. Fowler Hamilton, Director of the Agency for International Development. His main purpose was to discuss U.S. loans for economic development

ARCHBISHOP MAKARIOS VISITS PRESIDENT KENNEDY

Far right: Two former Presidents of the U.S., Mr. Herbert Hoover and Mr. Harry Truman, talk together at a reception in New York to welcome Commander Scott Carpenter, the American astronaut, to the city. Mr. Hoover was elected President in 1928 and in his four years of office the great economic crisis occurred. Mr. Truman was President from 1945 to 1953

EX-PRESIDENTS CHAT IN NEW YORK

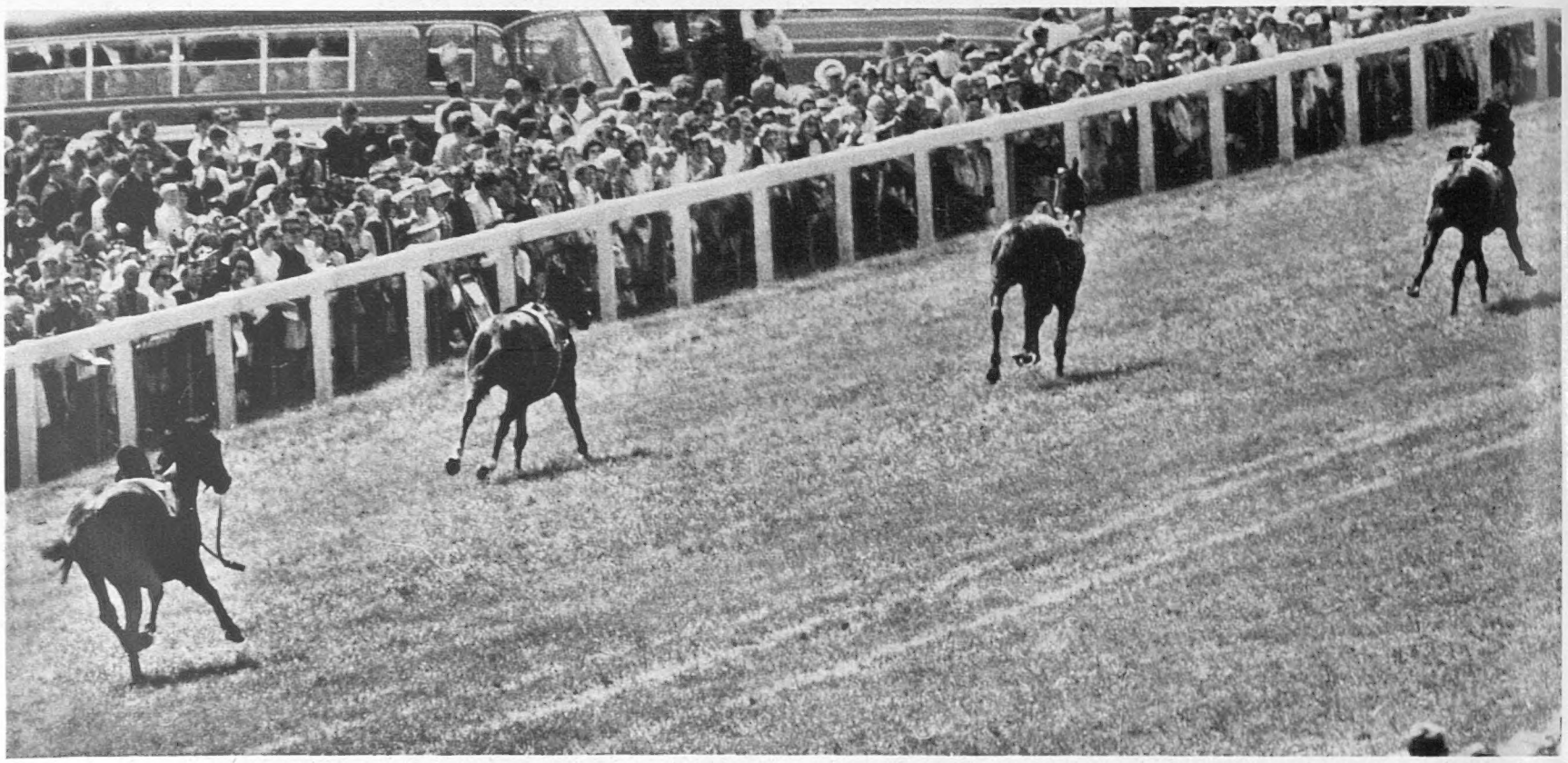
Mr. Gaitskell glances at a newspaper during his Press conference at London Airport on his return from Oslo. The Leader of the Opposition had been in the Norwegian capital for the council conference of the Socialist International. He came back shortly before the two by-elections last week. Middlesbrough West saw a Conservative majority of 8,710 at the previous election turned into a Labour majority of 2,270. This was partly due to Liberal intervention. West Derbyshire was held by the Conservatives with a greatly reduced majority. The Liberal candidate came second

MR. GAITSKELL BACK FROM OSLO

Far right: Mr. Richard Nixon, the former Vice-President of the U.S., is surrounded by supporters as he arrives at his headquarters in Los Angeles after winning the Republic nomination for the Governorship of California. He faces a much harder task in November against the Democrat Party nominee, Governor Pat Brown

MR. NIXON STARTS THE LONG ROAD BACK

The field thunders away from jockeys lying on the ground and riderless horses on the course at Epsom. Seven horses fell at about the halfway mark



Four riderless horses gallop up to the finish. One of the horses which fell, King Canute II, had to be destroyed. Six jockeys were taken to hospital

DAY OF DISASTER

Seven horses fall in the 1962 Derby

First aid on the course. **Right:** In the group in the Epsom hospital corridor are relatives of the injured jockeys

R. P. Elliott walks round Tattenham Corner

At Tattenham Corner Valentine leads from Romancero (on rails) and River Chanter. Larkspur, the winner, is second from left in the bunched horses. The riderless horse is Crossen

On Derby Day last week the June weather was perfect and there was every anticipation of an excellent race. Unfortunately it was marred by an incident unique in the history of the Epsom classic. On Tattenham Hill, at about the half-way stage of the course, seven horses fell. Among them was the favourite, Hethersett. Six of the horses remained their feet and ran riderless towards the finish. The seventh, King Canute II, had to be destroyed. Of the jockeys, R. P. Elliott (rider of Pindaric) was unhurt. The other six were taken by ambulance to hospital. They were W. H. Carr (Hethersett); W. Swinburn (Romulus); T. Gosling (Changing Times); S. Smith (Persian Fantasy); G. Lewis (King Canute II) and M. Larraun (Crossen). The last two were later discharged from the hospital but the others were detained. The accident inevitably distracted attention from the result of the race, which was won by Larkspur, ridden by an Australian, N. Sellwood, owned by an American, Mr. Raymond Guest, and trained in Ireland by Vincent O'Brien. Arcor, ridden by R. Poincelet, was second and Le Cantilien (Y. Saint-Martin) was third. Both these horses are French.

Larkspur, ridden by N. Sellwood, is led in by his owner, Mr. R. R. Guest

Loose horses are rounded up opposite the stands

JOHN CONNELL

HOPES OF A MIDDLE EAST DETENTE

In the Arab world and outside it, King Hussein of Jordan's idea of establishing a completely Arab University has lately received a good deal of publicity. Some weeks ago Mrs. Mary Stocks suggested that the State of Israel should make over for the project the site and buildings of the disused and evacuated first Hebrew University on Mount Scopus, since 1948 an Israeli enclave in Jordan territory, overlooking Jerusalem. Professor Norman Bentwich, who holds his title from the Hebrew University and has been for years one of its most devoted supporters and servants, backed Mrs. Stocks' suggestion. Quite naturally, such response as there has been from Israel is pretty guarded; but the proposal itself, in its mixture of magnanimity, wisdom and shrewdness, seems to me characteristic of these two admirable people.

I wonder if it is practicable. For forty-five years the official Arab attitude towards any gift from, or concession by, those whom the Arab Governments still describe as "the Zionists" has not been conspicuous for much grace or gratitude, though individual Arabs, in private, often think—and speak—in a very different, much more forthcoming fashion.

Yet here are the ready-made foundations of a University which—if anyone has the wit or the statesmanship to perceive it—has the chance of becoming a beacon, a lighthouse of learning, tolerance and civilisation in the harsh and sombre dusk of the Middle East scene.

The Scopus site is of breathtaking beauty. The setting of the new Hebrew University, though majestic, does not by the somewhat exacting standards of the Jerusalem landscape compare with that of its predecessor; and where the great line of modern buildings stands, and the campus, the assembly hall, the sports arena and the synagogue, there was eight years ago merely a long saddle of Judaean mountain, with the honey-hued rocks rearing up through a tangle of thyme and camel-thorn. There are miracles galore in the speed of growth, the sheer size, and the scope of teaching and research in the new University, which I would be the last to denigrate.

But Scopus—though its little array of rather conventional, nineteen-thirtyish buildings seems as small as a village school nowadays—was unique. The spirit of the University itself, whose vigour and intensity are beyond question, was strong enough to survive the shocks of war, of close on a decade of cramped working in temporary quarters in the centre of Jerusalem, and of translation to its magnificent new buildings a mile or two to the south-west; and that, to Israel, is what matters.

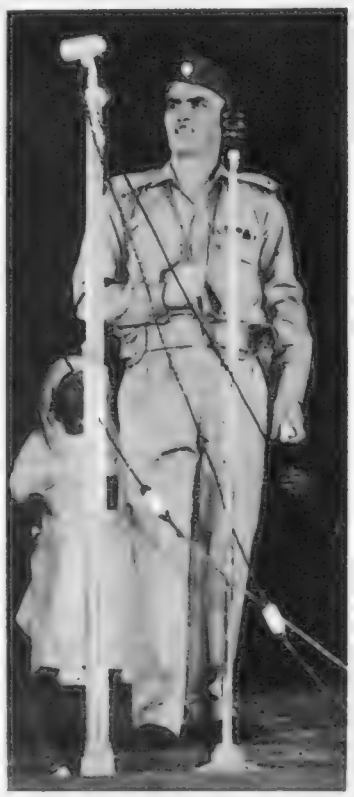
Yet why should the Scopus site and buildings lie empty and disused? Officially, Israel clings rigidly to its right of access to Scopus and particularly to the University's neighbour, the splendid Hadassah Hospital, which was once the country's pride in its special field. By agreement, and under U.N. supervision, Israel keeps a small care and maintenance party in this totally isolated "pocket," and at regular intervals the new guard go up, and the old guard come down, in shuttered buses. Theirs is always a dangerous journey and a strange vigil; but has it much more than a symbolical significance? As there is a new University, so there is also a new Hadassah, far grander, far more spacious than the old, perched dizzily on a great crag above what was, until lately, one of the wildest, least visited valleys in the whole country.

Israel maintains her access to the old sites, with praiseworthy tenacity, on the grounds of right. Can she afford—morally, not in material terms—to waive that right? When one asks for any gesture of reconciliation towards the Arab countries on Israel's part, however small, it is prudent to be pretty sure of the answer to this question.

The Arabs, with a superb yet forlorn arrogance and absence of realism, disdain concessions. *De jure* no Arab Government has ever been able to recognise Israel's existence; *de facto* even Jordan, her closest neighbour and the one to gain from the establishment of some form of practical relationship, accords only the barest minimum of recognition. The non-existence of Israel is the only subject on which there is nowadays even a façade of Arab unity, and "the liberation of Palestine from Zionist aggression" is still the prime objective of Arab policy. The Arab Governments are, of course, to a great extent the victims—and the prisoners—of their own propaganda. Their delusions about Israel are countless, and their Western (particularly British) friends, a small but energetic and still surprisingly influential group of Arabophiles, do not help the cause by encouraging these aberrations.

To anyone who knows Israel (but, of course, none of her really stubborn enemies does know the country), it is a preposterous distortion to picture her as aggressively expansionist, impatient to leap into battle in a "Third Round" which, in the event of an Israel victory, will result in a big extension of "Zionist" possession of Arab lands and rule over Arab peoples. Nothing could be further from Israel's purpose. The illogicality of the allegation becomes obvious when it is coupled with the constant Arab threats of a "Third Round" which they will initiate, which will liquidate Israel and "solve the Palestine problem." On terms such as these it is impossible even to think of attempting to negotiate. Unilateral political concessions by Israel are not merely ineffective; they can do active harm.

One of the flaws in general political thinking in our time is that it is believed that every issue is a problem to which there is, provided everyone works hard enough at it and shows goodwill and resource, an agreed solution. It is an analogy, loosely and falsely drawn, from the world of science and technology; politicians and diplomatists ought to know their own world better, but they don't. There are plenty of issues to which there can be no agreed solution which—take a little here, give a little there, compromise, reach an adjustment—will be roughly satisfactory to all concerned. Justice conflicts too harshly with expediency. This has to be said about Arab-Israel relations, as far into the future as any reasonably intelligent being can look.



In Bagdad, General Kassem, Iraq's Premier opens the World Muslim Conference. Although not Government-sponsored, the conference was asked to support Arab causes, including the "Palestine" question

The best that can be hoped for is a little relaxation, a little more tolerance, not on the absolute conflict of principle, but on day-to-day living. To hand over the Mount Scopus site, as Mrs. Stocks and Professor Bentwich have urged, would be a major gesture. But minor easements are not always lacking. In general and over a good many years the Israel-Jordan border has been by far the quietest; and were it not for the existence in Jordan of a vociferous, embittered and influential ex-Palestine minority, conditions would probably be made a little more tolerable. The young King, though he feels compelled from time to time to go through the motions and adopt the conventional anti-Israel postures, is as much a realist as was his grandfather, King Abdullah.

I have always believed that King Abdullah's assassination within the precincts of the Mosque of Omar—the ancient Temple area—in the Old City of Jerusalem, was one of the greatest of the many calamities that have befallen the Middle East in our time. When his country signed an armistice with Israel at Rhodes in April 1949, King Abdullah, alone of the Arab rulers, showed himself to be sincere in regarding it as a step towards peace. Before hostilities broke out he had engaged in secret negotiations with the Jewish Agency—by then, to all intents and purposes, a covert provisional government for the State which came into being when the British Mandate ended—and after the armistice he did his best to achieve a more permanent arrangement with Israel.

As Mr. Walter Eytan, formerly Director-General of Israel's Foreign Ministry and now her Ambassador in Paris, revealed several years ago, there were intensive conversations with the King and his closest advisers for some months, particularly between November 1949 and March 1950. A draft treaty was prepared and initialled, but the King, under the rising pressure of an Arab extremism which frightened his Ministers, was unable to carry it through. His fearlessness and his integrity were beyond question. Even after this setback he resumed talks, but in a desultory fashion; and in the sinister atmosphere which, after 1948, replaced the informality and trustfulness of the old Transjordan, these negotiations could not be secret. It came to be suspected by his enemies, not only in Jordan but in Egypt and Syria, that the King was planning to make peace with Israel; and this in the eyes of Arab nationalists was—and still is—treason.

It happened that I was in Jerusalem, on the Israel side, on the day of Abdullah's murder eleven years ago. Later that day, when the news had become known, I met a Foreign Ministry official (since dead) who had been concerned in the talks with the King; he was weeping, for he knew that hope of peace, even on this narrow front, died with Abdullah.

King Hussein, stands, and has stood ever since his reign began, in an equal jeopardy. And he knows that not all the faults in the miserable *impasse* of Israel-Arab relations are on the Israel side. He knows, for example, that, when his kingdom and his people's freedom were menaced in 1958, the handful of British troops that came temporarily to his aid flew unharmed over Israel when no Arab nation dared give them permission.

Occasional gestures such as these and their tacit acceptance are the best that can be hoped for together; they do not constitute a "solution," but they do make for a détente, and if not peace, an absence of war.

Men of the 27th Infantry Battle Group, U.S. Army, ride on elephants in the Thai jungle. This is a practical way of sightseeing in the remote country in which they are stationed near the border with Laos. An American force was ordered to Thailand in the middle of last month when there were fears of invasion by the Left-wing Pathet Lao troops from Laos. The situation had become critical owing to the inability of the leaders of the three factions in Laos to agree on the formation of a coalition government, and Right-wing forces were suffering severe setbacks at the hands of the Pathet Lao. However, last week Prince Souvanna Phouma, the neutralist leader, received a mandate from King Savang Vatthana to form a coalition government. The Prince invited the other two princely leaders—Prince Boun Oum of the Right-wing and Prince Souphannouvong of Pathet Lao—to meet him for a conference in the Plain of Jars. Prince Souphannouvong was also concerned last week in the matter of the two British doctors working in Laos under the Colombo Plan—Dr. Colin Prentice and Dr. Anthony Bryceson—who had been arrested by the Pathet Lao. Appeals for their release were made to Prince Souphannouvong by the British Embassy in Vientiane

SIGHTSEEING IN THAILAND

b

THE NEW HILTON HOTEL TOWER BLOCK IN PARK LANE, LONDON

Top left: London's new Hilton Hotel, one of the new high buildings of the Metropolis, seen from the other side of Park Lane. Built by the Token Construction Company, the building will be 328 ft. high when complete with 530 rooms in 36 storeys. There will be a ballroom for 900 and accommodation for 560 cars. Costing £6,000,000, the hotel is expected to be open in February next year. The architects of the building are Lewis Solomon, Kaye and Partners of London

WORK IN PROGRESS ON THE UNIVERSITY OF SUSSEX, NEAR BRIGHTON

Left: The intricate arched structures of the College House of the new University of Sussex in course of construction. The first of the buildings of the University at Falmer, near Brighton, which have been designed by Sir Basil Spence, the architect of Coventry's new Cathedral, are expected to be finished by the end of the year. It is estimated that the first complete stage of the University will cost £2,000,000, and take five years to build

ABOUT

The photograph shows the front quadran
shire, with the West Tower covered
by Vanbrugh in the early eighteenth centu
past two years, but even the urgent repa
damage caused by rust. The cramps us
built have rusted and swollen, dislodgi

The Old Stager is on holiday. "*A London*

BRITAIN

at Blenheim Palace, Woodstock, in Oxford-scaffolding. The Palace, which was designed has been undergoing restoration for the are not complete. A great problem is the to secure the stone when the Palace was masonry and in places splitting stonework

BROWNSEA ISLAND IN POOLE HARBOUR—A RECENT ACQUISITION FOR THE NATIONAL TRUST

Top right: The view is from the small quay of Brownsea Island, in Poole Harbour, Dorset, looking toward the private landing-stage of the castle, with its twin castellated look-out towers. The castle itself is in the background on the right. Brownsea Island was recently accepted by the Treasury in part payment for death duties on the estate of Mrs. Bonham Christie, its former owner. The Treasury has given it to the National Trust which is launching an appeal for funds for the island's upkeep

Right: Sir John Barbirolli and the Hallé Orchestra perform during the opening concert of the season at the Crystal Palace Bowl in the grounds of Crystal Palace in South London. The concert was the first in a series of Sunday evening concerts given by Britain's principal orchestras. The Bowl, which consists of a temporary concert shell with a steel-tubing basis, was opened last summer following the success of the concerts at Kenwood, in North London

THE HALLE ORCHESTRA PLAY IN THE OPEN AIR AT THE CRYSTAL PALACE BOWL

Newsletter" will be resumed next week

Like a startled animal photographed by flashlight, Belle Annie (Rosenda Monteros) is caught half-way up a coconut palm

ENTERTAINMENT

TIARA TAHITI

at the Odeon, Leicester Square, from July 11

There is a treat in store for all those who yearn for far-off places and who like their films to be escapist, since *Tiara Tahiti*, filmed in colour mainly on locations, extracts a full measure of enchantment out of its setting, the island of Tahiti. A comedy of class pretensions and social manners, it is by no means to be taken very seriously. It has Rosenda Monteros, a young Mexican actress, as an additional attraction. As Belle Annie, the young Tahitian girl, she spends most of the film, in a sarong and great high spirits, leaping energetically along the island's beaches.

The story revolves round the interlinked careers of two former British Army officers—Southey (John Mills) and Brett Aimsley (James Mason). It opens with Southey as colonel of a regiment stationed in post-war Germany. He takes great pains to disguise the fact that he started life as a clerk in a stockbroker's office. Unfortunately, another officer arrives, Brett Aimsley, who was once a partner in the firm which employed Southey. However successful Southey feels, Brett always reduces him to fumbling inferiority. A chain of events leads to Brett being cashiered and making for himself a life of indolent leisure on Tahiti, to which island comes Southey, by now an immensely successful businessman. Their confrontation forms the core of the film. It is played with relaxed and skilled charm by the two stars.

In a scene of drunken farce, Clifford Southey (John Mills) and Brett Aimsley (James Mason) wildly try to knock each other out

Brett and Chong Sing (Herbert Lom)

At the hotel on Tahiti, Southey and Brett entertain two American tourists—Adele (Libby Morris) and Millie (Madge Ryan)—as they watch the hula-hula girls. Right is Farengue (Claude Dauphin). **Below:** Paddling his pirogue, Brett, the escapist ex-army officer, returns to his bungalow after a morning's fishing

THE VOICE OF THE COMMON

CANADA

The forthcoming election—how the system works

On June 18, Canadian voters will go to the polls to elect a new Government. The members they elect will form Canada's twenty-fifth Parliament since Confederation in 1867. Over 1,000 candidates will contest the 265 seats, more than at any other time in Canadian history.

Parties entering candidates include the Conservative (which forms the present Government), Liberal, New Democratic Party, Social Credit Party, Communist and a number of Independents.

The last general election on March 31, 1958, resulted in the Conservatives being returned with an unprecedented majority of 208 seats. The Liberal Party became the Opposition with forty-nine seats. The only other party to gain seats was the Co-operative Commonwealth Federation (C.C.F.) with eight seats. On the eve of the June 18 election, party standing consists of 203 Conservatives, fifty-one Liberals, eight New Democratic Party (formerly C.C.F.) and three vacant seats.

Canada, a federal union of ten provinces and two territories within a strictly limited constitutional monarchy, has a parliamentary system similar in principle to that of Britain. Legislative authority is, however, divided between the federal government and the provinces. The Federal Government controls matters concerning the country as a whole, such as defence, trade and commerce, banking, transportation and external relations. The provincial governments have authority over regional matters such as education, property laws and health.

The Federal Government consists of the Queen (represented by the Governor-General), the Senate, and the House of Commons. The Senate has 102 members appointed on a regional basis by the Governor-General on the advice of the Prime Minister, and holding office for life.

The 265 members of the House of Commons are elected by the people of Canada for a nominal term of five years. After an election, as in Britain, the party with the majority in the House of Commons forms the Government.

The business of the House is directed by the Cabinet, a committee of Ministers chosen by the Prime Minister, generally from Members of Parliament. Legislation may be introduced in either Chamber, with the important exception that no Bill involving public expenditure, which is controlled by the House of Commons, may be initiated by the Senate. Bills must pass both Chambers three times. In addition, before a Bill can become law, it must be signed by the Governor-General.

The Yukon and North-west Territories, with more than one-third Canada's total area, are governed by commissioners appointed by the Federal Government, assisted by territorial councils.

Representation from the various provinces is decided by population. Therefore, the majority of the 265 members in the House of Commons represent the provinces of Ontario and Quebec, which contain more than 60 per cent. of Canada's population. Ontario is represented by eighty-five members, Quebec by seventy-five. The Yukon Territory and the Mackenzie district of the North-west Territories are represented by one member each.

Gretel, Australia's challenger for the America's Cup, is lifted aboard the freighter *City of Sydney* to be taken to the United States. The Australians will spend several weeks sailing in American waters before the race for the Cup, which will be in September

Mr. Henry Bolte, the Premier of Victoria, and Mrs. Bolte (right) receive Sir Colin and Lady Anderson at a reception given in London by Sir William Leggatt, the Agent-General for Victoria. Mr. and Mrs. Bolte were due to leave Britain early this week

The Yang di-Pertuan Negara (Head of State) of Singapore, Inche Yusof bin Ishak, waves to the crowd on the way to a rally on the colony's National Day. This day is observed annually on the anniversary of the attainment of self-government in 1959

WEALTH

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

A general aerial view of the site of the first major water storage scheme to be built under the Indus Basin Plan on which work was begun recently. It is near the small village of Mangla in West Pakistan, where the River Jhelum emerges from the Himalayan foothills. The Mangla Dam will replace the present seasonal form of irrigation. The scheme will cost £130,000,000 and will take seven years to complete. The 70,000 people living in the area will be settled elsewhere. The reservoir will be used to irrigate 3,000,000 acres and will develop an ultimate capacity of 1,000 MW. The treaty to share the waters of the Indus Basin was signed between President Ayub Khan of Pakistan and Mr. Nehru, the Prime Minister of India, in Karachi, in September 1960

TANGANYIKA *Proposals for a Presidential Republic to come into force in December*

In a White Paper published in Dar-es-Salaam setting out draft proposals for a Republican Constitution, the Government has attempted to be guided by four basic principles—that as far as possible Tanganyika's institutions of Government must be such as can be understood by the people; that the executive must have the powers necessary to carry out the functions of a modern State; that Parliament must remain sovereign, and that the rule of law must be preserved.

The Paper begins by describing how the decision to remain within the Commonwealth without making immediate provisions for introducing a Republican form of Government, "suddenly" made Tanganyika a monarchy on the attainment of independence. This direct association with the British Monarchy was something quite new, as previously the association had only been indirect, depending on the position of the Monarch as Head of State in a country charged with the duty of administering the Territory. For Tanganyika, therefore, British Monarchy had always been a foreign institution and the attainment of independence had greatly increased the sense of alienation from the Crown.

"Our proposal to become a Republic," the Paper says, "does not imply any disrespect towards the person of the Queen, nor is it based purely on the fact that the British Monarchy is a foreign institution." It was essential to devise a new constitutional form which was more appropriate for an independent African State and more capable of inspiring a sense of loyalty in the people of Tanganyika. The first President of the Republic of Tanganyika, elected by universal suffrage in mid-October, will assume office as Head of State and Commander-in-Chief of the Armed Forces and be invested with full executive authority on December 9 this year when the new constitution will come into force. The Government is seeking approval of its proposals for this month's meeting of the National Assembly. A special mid-November meeting of Parliament will implement the proposals.

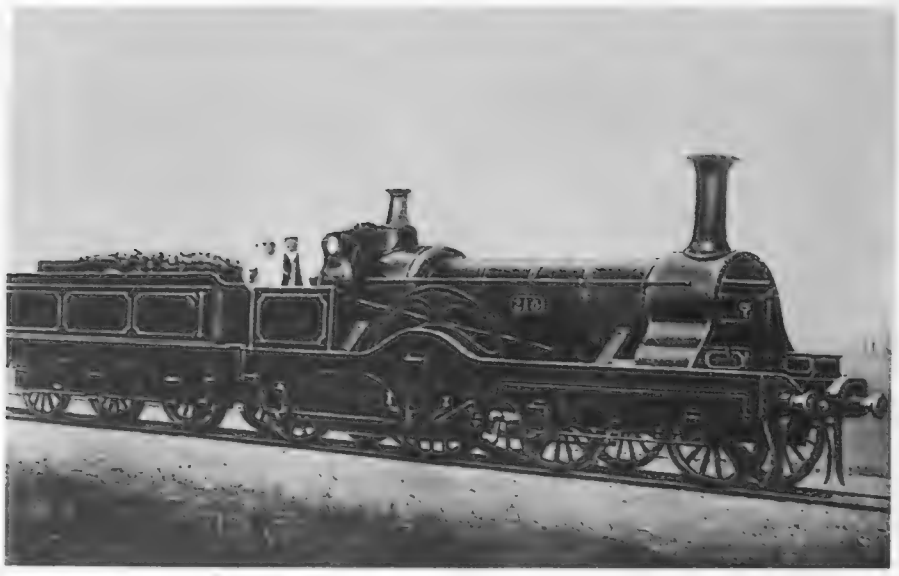
The Paper recommends that in the exercise of his executive functions the President should, unless otherwise provided in law, act in his discretion. The election of the President will be directly linked with the election of the members of the National Assembly. It is not proposed to confer on the President any power to legislate otherwise than by or under the authority of an Act of Parliament. The assent of the President will be required before any Bill passed by the National Assembly becomes law. The President will be entitled in the first instance to grant or withhold his assent in his discretion. However, if the President refuses his assent and the Bill is thereafter re-passed by the National Assembly by a two-thirds majority, the President will be required by law to give his assent within twenty-one days unless before that time he has dissolved the National Assembly.

On the rule of law, the Paper says that the Government believes that the rule of law is best preserved not by formal guarantees in the Bill of Rights which invite conflict between the Executive and the Judiciary, but by independent judges administering justice free from political pressure. Judges once appointed will thus enjoy complete security of tenure, except in cases of actual misconduct. In future, Judges of the High Court will be appointed by the President, and in the case of Puisne Judges, after consultation with the Chief Justice. Power to appoint Resident Magistrates and other judicial officers working under the jurisdiction of the High Court, should also be vested in the President. Disciplinary control over judicial officers in this category will, however, continue to be vested exclusively in the Judicial Service Commission. In exceptional cases where the public interest is of over-riding importance, the President should be invested with power to give directions to the Director of Public Prosecutions. Appeals to the Judicial Committee of the Privy Council in London are naturally to be discontinued.

Under the present Constitution appointments in the Civil Service, apart from a few exceptional cases, are made by the appropriate Service Commission acting in an executive capacity. This means that the Prime Minister, who is ultimately responsible to the electorate for the success or failure of his Government, has no direct say in the appointment of officers charged with the duty of carrying out Government policy. In Tanganyika the immediate task is to build up an efficient local Civil Service capable at all levels of interpreting and giving effect to Government policy. In order to achieve this, the Government believes that ultimate authority in Civil Service matters should rest with the President. Accordingly, the Government proposed that power to appoint, promote, dismiss and exercise disciplinary control over members of the Civil Service be vested in the President. The existing Public Service and Police Service Commissions should continue to function in an advisory capacity.

FLYING SCOTSMAN

One hundred years of Britain's most famous express by **John Steel**



An Archibald Sturrock 4-2-2 locomotive, which hauled the "Flying Scotsman" in the 1860's

An English Electric Deltic, which pulls the "Flying Scotsman" today

Activity on the platform at King's Cross, a few minutes before the ten o'clock departure

On Monday next, June 18, the Lord Mayor of London will drive to King's Cross Station to start the world-famous "Flying Scotsman" express on its 392¾-mile journey to Edinburgh. As he waves a green flag and the train moves out, it will not only be celebrating its centenary. Its new schedule of six hours to Edinburgh will be the fastest in its history. The guard will carry a message from the Lord Mayor to the Lord Provost of Edinburgh and the Lord Provost will return this courtesy as the up "Flying Scotsman" leaves Edinburgh for London.

Nearly 100 years ago in June, 1862, the express was timed to leave King's Cross at 10.0 a.m. and it has continued to depart at this time ever since, apart from a short period in 1916 owing to wartime exigencies. Even the Luftwaffe failed to break this proud record although it had to depart once or twice from a suburban station owing to the presence of unexploded bombs at King's Cross.

In the 1860s it was called "Special Scottish Express" with a dignified time-table heading "Special First Class," which a little later became "Special First and Second Class." Edinburgh was reached in ten-and-a-half hours at 8.30 p.m. and the journey was apt to prove a trying one in the depths of winter despite footwarmers, deer stalker caps, capacious silver flasks filled with whisky at 3s. 6d. a bottle, and the thickest Ulster overcoats. By 1872 the Great Northern Railway decided to permit third-class passengers to use the Express but the additional load proved too heavy for the engines then available and it soon reverted to its former title. Express engines, however, soon became more powerful and the "Flying Scotsman" was speeded up by one-and-a-half hours by 1876. In November, 1887, third-class passengers were again allowed to use the train.

Naturally enough the Directors of the Great Northern Railway were extremely proud of their express, and with their full approval the following advertisement was issued describing the amenities provided for passengers: "The first-class carriages are as handsome and convenient as any man of the nicest taste or appreciation of comfort in travelling could desire. The second class has good glass windows and cushions on the seats." A diplomatic silence was observed as regards the arrangements for the as yet underprivileged third-class passenger!

An impression by an artist in about 1900 of the interior of a Great Northern Railway third-class dining-car of that period

The late 19th-century "Flying Scotsman" hauled by a Stirling 8-ft. single-wheeler. **Right:** On Diamond Crossing at Newcastle drawn by a Gresley class A.4 streamline Pacific. These were introduced in 1935

Lavatories were gradually introduced in the '80's when some of the carriages were constructed with side corridors, to enable passengers to get access to them. Indeed, in 1881, practically every first-class passenger was able to enjoy this luxury but those who travelled second or third class had to wait a little longer. It was not until 1889 that so necessary a facility was available to all concerned.

With the opening of the Forth Bridge in 1890 the East Coast Route became the fastest and shortest between London and Aberdeen and the time to Edinburgh was eight-and-a-half hours. This meant excellent running, especially when one bears in mind that twenty minutes were spent at York to enable passengers to lunch.

Lunch at York was an event calculated to daunt even the most experienced of travellers, for no regular passenger ever dreamt of taking the scalding-hot soup that constituted the first course. That rash venture was left to the less knowledgeable and in any event the drinking of any kind of beverage required extremely serious consideration. . . . Hardly, indeed, had the unfortunate passengers begun their entrée than a bell rang out and a thunderous voice announced, "Take your seats, please."

As restaurant cars did not become a feature on the train until 1900 it will be seen that the lunch break at York was not the happiest part of the journey. It need hardly be stressed, that such members of the aristocracy and gentry who frequently travelled by the "Flying Scotsman" took infinite pains to ingratiate themselves with the voluptuous Hebe who presided behind the bar, and the head waiter, in order that they might be accorded the quickest possible service. A present of a brace of pheasants or young grouse in the right quarter worked wonders.

Although steam heating had appeared around 1873 electricity for lighting purposes was not in general use until 1900. In August of that year a completely new set of vehicles went into service consisting of corridor coaches, with restaurant cars running on six-wheeled bogies that were beautifully equipped and the very last word in comfort. Lunch consisting of five courses was 2s. 6d. for first-class passengers, and 2s. for third; dinner cost 3s. 6d. and 2s. 6d. respectively, while a cup of coffee, rolls and butter, throughout the day could be obtained for 6d. From 1900 onwards the time to Edinburgh did not fall below eight-and-a-quarter hours, apart from the 1914-1918 War, owing to an agreement not to exceed this timing that still remained in force between

(*Continued on following page*)

A wide-angle view of the cab of the Deltic

Driver Sid Hopkins and, **right,** Guard Darrie on the job

The castle and cathedral at Durham. On the new time-table these architectural landmarks can

Waiting in the engine yards at King's Cross Station. **Centre:** In the restaurant car, 1962 style. **Right:** The corridor tender which enabled the non-stop run to be introduced

(*Continued from previous page*)

the West Coast Route to Scotland and the partners on the East Coast. With the termination of the agreement in 1932 the operating authorities continued to accelerate the express.

Before long the time to Edinburgh came down to 7 hours 50 mins., and eventually in the summer of 1937 the Scottish capital was brought within seven hours of London.

During its long career the "Flying Scotsman" has been hauled by many magnificent express engines, including the celebrated Stirling "eight footers," some of the neatest and most graceful engines ever built, Mr. Ivatt's 4-4-0's on the Great Northern in 1898, Mr. Homes's splendid 4-4-0's which maintained an exemplary punctuality record on the North British Railway over the hard grades of Cockburnspath, and "Atlantics" like Mr. Ivatt's No. 251 in 1902.

Early in King Edward VII's reign Mr. Wilson Worsdell's handsome "Atlantics" were the pride of the North Eastern Railway, and in more recent years Sir Nigel Gresley's Great Northern class "Pacifics," A.4s, and English Electric D.200, 2,000-h.p. diesel-electric engines did outstanding work. Several of the Pacifics were equipped with a corridor tender in 1928 so that the Scottish and English engine crews could change over, as the express then ran non-stop to Edinburgh.

Now the "Flying Scotsman," with its tight timing of six hours to Edinburgh, will be drawn by a 3,300-h.p. English Electric Deltic locomotive, the most powerful single unit diesel electric engine in existence.

On its way to Scotland the "Flying Scotsman" passes such famous homes as Hatfield House and Hinchingbrooke, and the great cathedrals of Peterborough, York and Durham. It is, in fact, no overstatement to say that the view of Durham Cathedral and the Castle as the train emerges from a cutting just before Durham is one of the finest in the world. North of Newcastle-on-Tyne passengers can see some of the grandest countryside in England, including distant views of the Cheviot Hills, historic Warkworth Castle, and beautiful Holy Island with its fairy-tale castle set on a high rock. The Royal Border Bridge is crossed at Berwick-on-Tweed, and thereafter the line runs for some miles on the very edge of the North Sea, with the superb coastal scenery of the majestic Berwickshire cliffs and the little fishing village of Burnmouth far below.

Near Dunbar it enters the rich farm land of the East Lothians, with its characteristic red tiled villages, on the last thirty miles before Edinburgh. This is in many ways the most delightful part of the journey, for one can see such well-known places as Gullane and its golf courses; North Berwick Law; the huge Bass Rock rising sheer from the sea; May Island, and far across the Firth of Forth the shores of the Kingdom of Fife. Finally there looms up the immense shape of Arthur's Seat and the vastness of Edinburgh Castle towering above the city. Shortly afterwards the "Flying Scotsman" approaches the suburbs of Edinburgh, and a quick glimpse of Holyrood Palace can be obtained on the left just before the express, now at journey's end, enters the Calton Hill Tunnel and arrives at Edinburgh Waverley Station.

on the down journey soon after lunch

FLYING SCOTSMAN CENTENARY

The ruins of Holy Island. These can be seen from the down train at about three o'clock

The southbound "Flying Scotsman" crosses the Royal Border Bridge at Berwick

A general view of Edinburgh. Waverley Station can be seen on the left, in front of the castle

The first type of diesel electric to haul the "Flying Scotsman"

BRIAN VESEY-FITZGERALD

THE LANDLADIES OF LLANDUDNO

Wales is not a country of big seaside holiday resorts. In fact, in the whole country, there are only four which can provide hotel accommodation for more than 1,000 visitors. And three of these—Colwyn Bay, Llandudno and Rhyl—lie on the northern coastal belt. In terms of population, the oldest of these, Llandudno, is the smallest, with some 17,000 inhabitants as against the 19,000 or so of Rhyl and the 22,000 or more of Colwyn Bay. But in terms of hotel accommodation Llandudno far outstrips all the other resorts in the Principality, being able to house more than 5,000 visitors at a time.

Only a little over 100 years ago Llandudno was described as "a mere parish of 622 inhabitants." At that time Colwyn Bay consisted of one house (now a hotel) and Rhyl of two fishermen's cottages, which have long since disappeared. But by 1869 Llandudno had become "an elegant watering-place with an esplanade two miles long built under the shelter of a rock called the Great Orme's Head. The houses, which are handsome, are beautifully disposed along the coast in accordance with a well-arranged plan." Colwyn Bay began to develop at about the same time and Rhyl only a year or so later.

The Chester to Holyhead railway was opened in 1848. The dates are significant. It was the railway that gave birth to this pleasure coast. Before the railway, communications in this part of Wales were every whit as bad as elsewhere in the country. This coastline, indeed, was virtually closed to tourists, though it is difficult to believe that now. Two places on the coast road, at Penmaenrhos and Penmaenmawr, were notorious. Coach passengers used to get out and walk, the exercise being preferable to the discomfort. Dr. Johnson did so both on his journey into Wales and on his return—and it took a great deal to make the Doctor walk! Here is the entry in his diary:

> To spare the horrors at Penmaen Rhos, between Conway and St. Asaph, we sent the coach over the road across the mountain with Mrs. Thrale, who had been tired with a walk sometime before; and I, with Mr. Thrale and Miss, walked along the edge, where the path is very narrow and much encumbered by little loose stones, which had fallen down, as we thought, upon the way since we passed it before.

The railway brought the coastline within easy reach of industrial Lancashire and Yorkshire, and the local landowners were not slow to see the possibilities. And nor were those, whose business it is to cater for the holiday public: Arnold Bennett's "the Card," you will remember, began his successful career with his "lifeboat trips" and his "chocolate remedy" for sea-sickness at Llandudno.

And it must be admitted that this stretch of coast is ideal for the purpose. Sandy and marshy, it is scenically much less attractive than the country a little farther to the west and to the country just inland. But the sandy land is good land for building, and for very little else, be it remembered, and the flat, sandy shores provide most excellent bathing beaches and safe bathing. There are those who view the development of this stretch of the north Wales coast with distaste, either avoiding it altogether or, eyes averted, hurrying through it to the unspoiled beauties of Snowdonia. Well, this coastline could never have been beautiful, as the coastline between Brighton and Newhaven must once have been. I think that the developers, bearing in mind the object of the development, have made a very good job of it.

Let there be no mistake about it, this holiday coast, now to all intents and purposes, extends as one continuous resort all the way from Point of Ayr, on the tip of the estuary, to Llandudno. Temporary towns of caravans and chalets which have grown between the major resorts are of very considerable economic importance to a large area of north Wales. The coast has, for example, and by example, raised the standard of accommodation in inland inns and farmhouses: you are now likely to find a comfortable bed and good hot water at a Welsh farmhouse. It has improved the standard of the inland roads. And it has altered the character of the farming and brought prosperity to the farmer. The coastal strip is now given over almost entirely to market gardening and dairy farming, with a ready market for its produce in the large seaside resorts. This, of course, is a seasonal market; but in the winter the farmers revert to the old practice of cattle-rearing, which now serves a double purpose.

One might, justly, describe Llandudno as the Brighton and Rhyl as the Southend of Manchester. Llandudno and Colwyn Bay, but especially Llandudno, have done their very best to maintain their mid-Victorian elegance "according to a well-arranged plan." The plan is, simply, a fairly well-defined grid pattern: hotels along the seafront, inland a shopping and business centre, and then a large residential area, a large proportion of which, in the season, lets rooms. One can say of both Llandudno and Colwyn Bay that many of their modern houses, if not always handsome, are still "beautifully disposed along the coast."

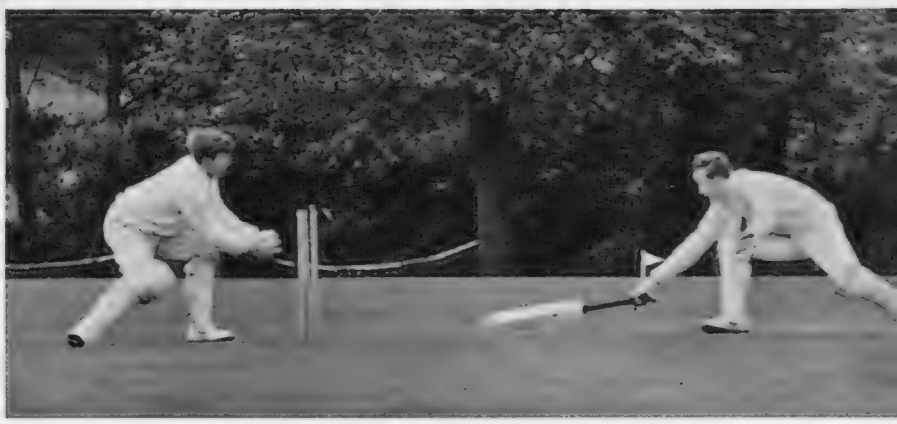
Rhyl has been developed on altogether different lines. This is due to the fact that it is much nearer to the vast conurbation of southern Lancashire and Yorkshire, and caters for a rather different type and duration of holiday. Rhyl goes in for fun-fairs, amusement arcades, slot machines, coloured electric lights by the million, bathing and boating pools. Rhyl sets out unashamedly to entertain, and lays some emphasis on the entertainment of children.

Money talks, and talks pretty loudly, in Rhyl. But there is another side to the town; and one that is not sufficiently well known. Every year, after the main season is over, the landladies of Rhyl entertain old-age pensioners, who would otherwise be unable to afford a holiday. They do so at rock-bottom prices; and yet there is nothing skimped. The landladies take pride in seeing that everything that is provided in the main season is provided also in the "pensioner" season: and they do so at considerable cost to themselves. Do you know of another seaside holiday resort the landladies of which combine in so hospitable a manner? Rhyl may not be beautiful, but Britain could do with a few more such "blots."

In Gresham's School's home match at Holt, Norfolk, against Felsted, L. Laidler (Gresham's) turns a ball to leg during his innings of 72

P. F. Moorby (Felsted) turns a ball from J. B. Rolph (Gresham's). The wicket-keeper is B. G. Pallett

T. J. Lowe (Felsted) drives a ball to the off. **Right:** After scoring 19, Lowe is stumped by B. G. Pallett



PUBLIC SCHOOLS CRICKET

GRESHAM'S v. FELSTED

Felsted School, who had an extremely successful season last year, won the toss and chose to bat on a slow wicket for their away game against Gresham's School, at Holt, in Norfolk. The home team had an early success when J. E. Smith was caught off the bowling of their captain, B. J. Hope-Bell, but the other opening batsman, N. J. Chapman, reached a rapid half-century in forty minutes. At lunch, Felsted were 119 for 4, finding it difficult to score off the off-spin bowling of J. B. Rolph. Rain during the afternoon made conditions treacherous for bowlers and batsmen. The Felsted innings ended at 191, with Rolph having taken 5 for 61.

Gresham's had fifty minutes' batting before tea, facing the task of scoring 191 in 140 minutes. They began badly—D. B. Adlard was caught at the wicket in the second over and J. B. Rolph was bowled in the third. M. J. Laidler and G. W. Goodley survived until tea when the score was 41 for 2. After the interval these two batsmen began to score freely, 80 runs coming in three-quarters of an hour. Goodley was out for 56 and Laidler for 72. Gresham's tried to force the pace but the match ended in a draw. Hope-Bell was bowled by the last ball of the day and Gresham's final score was 177 for 7, 14 runs behind.

The captains toss up—R. M. Oliver (left), of Felsted, and B. J. Hope-Bell

B. J. Hope-Bell, of Gresham's, bowling. **Below right:** G. W. Goodley (Gresham's) drives during his innings of 56

GABOR DENES

YACHTING

The regatta for four out of the five Olympic classes organised by the Poole Bay Olympic Sailing Association in conjunction with the Royal Motor Yacht Club, which is now in progress in Poole Bay, promises to be one of the most important events of the yachting season. It is of vital importance to the four classes concerned and their significance as "indicator trials" was fully recognised by the R.Y.A. Olympic Committee, which has voted a considerable subsidy towards the running costs from its special funds.

Entries from sixteen countries have been received, including 31 International 5.5-metres, 28 Dragons, 25 Flying Dutchmen and 31 Finns. Even the Russians have sent two of their 5.5-metres. The arrangements for accommodating the boats and their crews are extensive. Sixty-five special moorings have been laid in South Deep, and the secretary of the P.B.O.S.A. had to find accommodation for over 300 people in local hotels at Sandbanks.

The Commander-in-Chief Portsmouth is sending a minesweeper, H.M.S. *Bossington*, to act as guardship, and several motor craft will be available for taking spectators out into the bay. A full Olympic course is being used with the usual eight buoys and there is a separate shortened one for the Finns. In rough weather the Finns are to race in the shelter of Studland Bay. Special changing rooms and showers have been built for the dinghy crews at the Royal Motor Y.C.

The events will have started with the match between the Old World *v.* New World to be sailed during the second half of this week (14th to 17th) in International 5.5-metres, four boats representing each side, for the Bossom Bowl. The 5.5-metre World Championships are to follow from June 20 to 26. This is the event which has attracted the greatest number of foreign entries, including some of the "big guns" in the class. Unfortunately, I understand the reigning world champion, the Swiss L. Noverraz, cannot come, but others expected are American Dr. Britton Chance in *Complex III*, the Helsinki gold medallist; the Danish Berntsen in *Web*; Finn Ferner from Norway; H. Coppanex from Switzerland in *Ballerina*; and F. Wassen, of Sweden, in *Nova*.

The British contingent is strong in this class, consisting of silver medallist Colonel R. S. G. Perry, in *Vision II*; Owen Aisher in *Yeoman VII*; Robin Aisher in his new Ohlson-designed *Yeoman X*, and F. G. Mitchell's *Bjarne*, a new boat designed by Bjarne Aas, and sailed by Chris Hall.

The Dragons are racing for the English-Speaking Union Trophy from June 15 to 20 and for the *Yachtsman* Trophy from June 21 to 23. Norman Booth, the Australian Dragon champion, will be there; he was runner-up in the Edinburgh Cup and in the Dragon Gold Cup last year. Brownlow Eve and Jay Lewis are also coming from Bermuda and the U.S.A. respectively.

The International meeting for the Flying Dutchman class, following their Whitstable meeting, should attract many of the leading helmsmen, including a good number from Holland. The Finn Class are holding their National Championship during this regatta, from June 22 to 24.

Some 140 entries have been received for the biennial Bermuda Race which starts from Newport, R.I., this Saturday, June 16. There are three British entries—the Hon. Max Aitken's *Drumbeat*, Geoffrey Pattinson's *Zarabanda* and A. E. Bird's *Springtime*. The famous *Finisterre*, three times winner, is not entered this time.

Owen Aisher's International 5.5-metre, *Yeoman VII*. **Below:** Dragons sailing in Poole Bay

Playing out of the bunker on the 10th green, which overlooks one of the duck decoy ponds in the grounds of the course

BRITAIN'S GREAT GOLF CLUBS

IPSWICH

From left are J. J. Kerrison (vice-captain), G. J. Haskell, J. C. Halliday, R. Lomas, C. W. J. Rush, G. H. King, R. Turnbull (captain), B. H. Belle, Brigadier E. D. Dynes (secretary). **Right:** Brigadier Dynes and the Club professional, Laurie B. Ayton. **Below:** A view of the 18th green and the timbered club house

Situated at Purdis Heath, on the Felixstowe road, a little over a mile from the centre of Ipswich, this club was formed in 1895 when a 9-hole course was laid out and a club house built at Rushmere Heath. The course was later extended to 18 holes. In 1927 the club moved to Purdis Heath and an 18-hole course was laid out by Mr. James Braid. This course is 6,361 yards long and is in the shape of a giant horseshoe. The inside half is played anti-clockwise and the outside half clockwise. In a setting of varied trees, heather, gorse and sandpits, the course also includes two duck decoy ponds. These were originally part of the Broke Hall Estate of Lord Desaumarez, from which the course was taken, and are now used very profitably by the club for fishing. The club house, built in 1927 overlooking the 18th green, was designed by the late Mr. Munro Cautley, a well-known Suffolk archæologist. It has recently been modernised with showers and central heating.

Next in this series will be Wyke Green Golf Club in the issue of June 23

TRAVEL

IRELAND'S SOUTH-EAST COAST

By **GORDON COOPER**

Each year my visit to Ireland provides unalloyed joys, for it is as enchanting a country as any in the world. How wonderful, for instance, it is to roam in Europe's last accessible stronghold of unabashed individualism. To be able to motor along good roads practically free of traffic, with flocks of sheep the only occasional hold-up, makes a holiday there most rewarding.

A recent trip took me to Wicklow and Wexford, a part of Ireland which is not so well known as the west coast, but which offers much appeal. I travelled by car, starting from Dublin, having flown there by Aer Lingus; an alternative route for those taking their own cars is by British Railways steamer service between Fishguard and Rosslare. The ships used on this route are modern and comfortable.

Dublin, of course, is a city apart, not least for its collection of eighteenth- and early nineteenth-century buildings; Merrion Square, with the superb doors and skylights of its Georgian houses, suggests a civilised and gracious way of living, although many of the former dwelling-houses are now offices. Nor must I omit to make mention of the impeccable hotels, the Shelbourne (now a Trust House) being my particular favourite, if only because of its chef's game pie which seems to me a food of the gods.

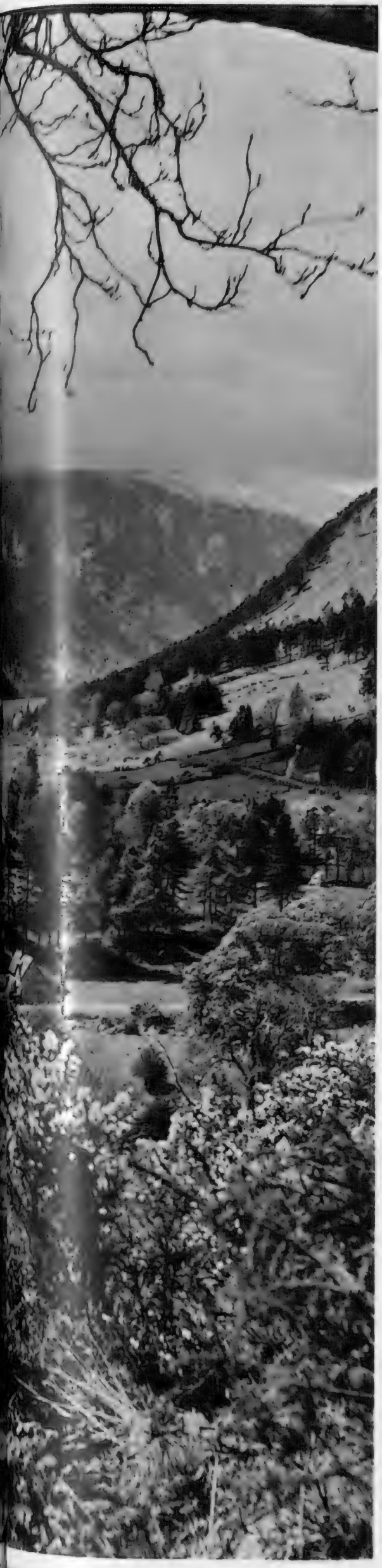
The people of Dublin are singularly fortunate in that within easy reach they have a splendid sea-coast and the lovely Wicklow Mountains. Wicklow, indeed, is a lovely region of mountains and lakes, which for centuries provided inaccessible strongholds for the unsubdued O'Tooles and O'Byrnes. Just six miles from the capital you can find yourself amid heather moors which continue for some 30 miles. It is utterly quiet and peaceful except for the splash of the waters. You can be as lonely there as if you were in the heart of the Sahara.

I motored through some of the best of Wicklow, but very, very slowly and with frequent stops just to stand and stare. My route from Dublin took me to The Scalp, Enniskerry, Glencree, Lough Bray, Sally Gap, Glenmacnass to Glendalough; and back by Glenmalure, Aughavannagh, Donard, Hollywood Glen and the Slade of Saggart. This countryside, incidentally, is even more rewarding to the walker.

Glendalough (the "Glen of the Two Lakes") is not only a most popular tourist goal but is one of Ireland's most important historic sites. In the Early Middle Ages it was one of the most renowned centres of learning in Europe. In the ruins which lie scattered around the shores of the lakes the history of the glen can be traced—from its settlement by St. Kevin down to 1398, when it was finally burned and left deserted.

Well-preserved St. Kevin's Kitchen is an excellent example of the early Irish oratory. Close by, St. Kevin's Cross leans at a rakish

Glendalough, in the Wicklow Mountains, is a beauty spot, renowned in the history of Irish Christianity. Rising out of the



...ees, centre, is the Round Tower of the Priest's House

Powerscourt Waterfall, in County Wicklow, is nearly 400 ft. high

angle. Tradition makes a " wishbone " of the granite monolith. The " wheel " in the cross is an ancient symbol signifying the sun's circuit. Also of interest are the ruined Reefert Church (the Kings' Burial Place), St. Kevin's Bed, and the Cathedral, the largest and most imposing of the ruins. Legend, by the way, makes St. Kevin's Bed, situated in a cave high up on a cliff, an attempt by the saint to escape from an enamoured young woman. Wrote Thomas Moore:

> Young St. Kevin stole to sleep.
> " Here at least," he calmly said,
> " Women ne'er shall find my bed."
> Ah! the good Saint little knew
> What the wily sex can do.

Even on a bright day Glendalough casts a weird spell. In the glen, two bleak lakes mirror the walls of grim, steep mountains. Their rocky sides sweat and gleam with sun or frown and glower under clouds.

There is only one hotel at Glendalough, and I suggest it is pleasanter to lodge at the pleasant La Touche Hotel in Greystones, a small, attractive seaside resort some miles south of Bray, which is more popular. My one complaint about the La Touche is that although a first-class hotel (close to the sea), paper serviettes were used in the dining-room—a defect which robbed this establishment of an " Oscar " last year. Worth noting also is the Ashley Courtenay recommendation of the Old Conna Hill Hotel, near Bray; its host is a son of the famous tenor, Count McCormack.

While Wicklow has certain historic interests, it is hardly a town for the visitor. On the road there, however, are the Mount Usher Gardens of outstanding appeal. Also worth noting in Co. Wicklow is the Powerscourt Demesne, near Enniskerry, said to be one of the prettiest villages in Ireland. The Demesne has a fine mile-long avenue, an imposing mansion, and some splendid gardens, while the Powerscourt Waterfall tumbles over a cliff nearly 400 ft. high.

On the road between Wicklow and Wexford a deviation should certainly be made to visit Titania's Palace (near Gorey). This marvellous reproduction has every detail of furnishings, architecture and design accurately shown, and it is most fascinating; the model is on view to the public at all times.

In Wexford I lodged in White's Hotel, occupying Room 56. It is said to be the one in which " Speranza," the mother of Oscar Wilde, was born. Another outstanding hotel is the Talbot, which is immaculate, comfortable and offers a wonderful menu.

Wexford is famous for its festival. This year it is being held between October 21-28. The speciality of this festival is that two lesser-known operas are performed, the choice this year being Bellini's *Puritani* and Wallace's *Maritana*; this latter selection celebrates the 150th anniversary of the composer's birth. Information from the Wexford Festival, Chamber of Commerce, Wexford.

Wexford dates back to the dim past and as Menapia it was shown on the map by Ptolemy. It still retains an air of antiquity, with narrow streets and crowded buildings. It is, indeed, a pleasant town in which to saunter. Seven miles away is Curracloe, with its six-mile curve of sandy beach. To the south there is Rosslare, also with marvellous sands as well as an excellent hotel: the Strand.

Five miles off the southern coast of Wexford are the Saltee Islands (reached from Kilmore) which are famous for birds, and Great Saltee is a sanctuary for them. It has been estimated that the bird population exceeds 3,000,000.

For further information, apply to the Irish Tourist Office, 71, Regent Street, W.1. I would also wish to recommend two recently-published guide-books: the *Blue Guide to Ireland* (Benn. 35s.) and the *Shell Guide to Ireland* (Ebury Press. 40s.).

BOOKS

DO YOU REMEMBER MAX?

An anthology of the wit of Max Beerbohm; Priestley's new thriller; and other fiction

The reputation of the late Max Beerbohm rests very securely on his work as an essayist, satirist, theatre critic, parodist and cartoonist. He also proved himself a novelist of distinction with one book, *Zuleika Dobson*, and, in his later years, became popular as lecturer and broadcaster. Occasionally nowadays, but really quite seldom, people may suggest that his fame, his popularity and his devoted following (second only to that of Sherlock Holmes and, whatever the Baker Street Regulars may think, he didn't really exist) are all based on a relatively small volume of published work. But these voices are not only few; they are mistaken in their premise for, surely, the most solid and incontrovertible reason for Sir Max's success was and is that there has been nobody in the least like him. He has always been *hors concours* and he has always been THE INCOMPARABLE MAX (Heinemann. 36s.)

Now, with a selection from his writings illustrated with only one of his drawings lest, presumably, more might have distracted us from the text, and with a graceful and highly percipient introduction by his friend, Sir Sydney Roberts, we are given the chance of discovering Max all over again, some of us for the first time and all, surely, with immense enjoyment. I thought, for instance, that I had remembered many of his felicitous expressions and exquisite choices of word, but not at all.

I had forgotten, for instance, and I wonder how many of you have, too, the best things in his *Cursory Conspectus of G.B.S.*; that urbane but none the less lethal analysis of Shaw at the age of forty-five. Referring to an early novel of Shaw's, Sir Max writes: "All through the book we hear the loud, rhythmic machinery of this brain at work. The book vibrates to it as does a steamer to the screw; and we, the passengers, rejoice in the sound of it, for we know that tremendous speed is being made. As a passage by steam is to a voyage by sail, so is Mr. Shaw's fiction to true fiction." Of the impressive actress, Duse, he wrote that he was debarred from raving about her technique since he understood little Italian —a disability all the more humiliating since he was, evidently, the only critic who laboured under it. Or Max, almost best of all, ending a dramatic criticism of a performance of *Macbeth*, with Mrs. Patrick Campbell and Mr. Forbes Robertson, by the words, so seemingly civil yet so deadly: "I trust that it will be the latest production of *Macbeth* for many years to come." What a wonderful book.

As the greatly regretted Michael Arlen once said: "I yield to no one in my disloyalty to X," and this, on a less personal basis, might be the expression of a thousand people's opinion of thrillers. For there are quantities of people, I am convinced, who don't read thrillers—not because they don't enjoy them—but because to read them might make their good taste suspect. Highbrows, of course, both read them and sometimes write them, though they are apt to write them with a curious diffidence under assumed names. Now somebody who is an intellectual, a humorist, a very fine English stylist and a writer of world-wide popularity has written a real beauty, and THE SHAPES OF SLEEP (Heinemann. 18s.), by Mr. J. B. Priestley, should once and for all prove, not only that the thriller is here to stay, but that it can have a very respectable position in contemporary fiction.

Photograph by Reg Wilson

PETER McENERY as Johnny Hobnails, with Henry Woolf, in a scene from *Afore Night Come*, by David Rudkin, the fourth play of the Royal Shakespeare Company's experimental season at the Arts Theatre, London

When I say that Mr. Priestley is a humorist, it is perfectly true and we know that he has written (and said) some wonderfully funny things. But he is also that rarer being: a wit. When he writes, this wit may lie in a situation or a description as much as in a line of dialogue. Mr. Priestley is by no means solely concerned with the light and the amusing in his new book. He has written about a newspaperman, a man of considerable integrity and very little money, who, in terms of the present, likes to take his gin straight and, in terms of the past, escapes through books and music into the eighteenth century. An odd assignment comes his way, involving spying and counter-spying, and he survives its dangers and stresses by a process of either holding his tongue or speaking what is only the simple truth. He observes the new world of secrets, perils and hidden meanings—and decides that is meaningless or, rather, that the people who have created it have no meaning, no simplicity of thought or impulse, and therefore barely any humanity. As for himself, he finishes his job, is cheated out of the promised payment for it and returns to his own universe in which the realities are a Mozart quintet or a loving woman. I hope you will enjoy this book as much as I did, and I can't say fairer than that.

SILK ROAD (Jarrolds. 13s. 6d.) is an adventure story by the much travelled Mr. Simon Harvester and his best since *The Copper Butterfly* with its background of present-day Japan. In this new book the setting is Afghanistan, a country which he describes with such admirable and even haunting realism that one feels absolved from ever making the effort to go there. Travel as they may, few novelists

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MEDIEVAL EUROPE

A survey of the 12th and 13th centuries

Everywhere in Western Europe during the twelfth and thirteenth centuries men's hearts and minds were waking to a new appreciation of the world. The surprising thing about this particular upsurge is it happened when it did. Western Europe was in the throes of the Hundred Years War; the Black Death was decimating every country it entered; social unrest was showing itself in the English Peasants Revolt; the Papacy, soon to be split in two, was already in captivity in Avignon. Medieval Christendom was passing away and modern nationalism was coming to birth. It is this restless unsettled age, when many men turned from the rage and storm to consider the calm depths that lay beneath, which Friedrich Heer has boldly attempted to survey in his volume THE MEDIEVAL WORLD (Weidenfeld and Nicolson. 50s.). He shows the extent to which this was a germinal time alive with possibility and hope. There was on all sides, in the twelfth century, at any rate, a readiness to welcome new thought and new material. As the Middle Ages wore on, men no longer felt that they were living in a world of expanding opportunity. The author has done a masterly job in following the tangled train of events through these centuries. This constitutes the third volume in the *History of Civilisation* now being published under the General Editorship of Sir Ronald Syme, and it is certainly well up to the standard of its distinguished predecessors.

It is not unfitting that R. A. M. Stevenson's VELASQUEZ (Bell. 21s.) should be published in a new edition at this time, for when it first appeared in 1899 it was hailed as a classic assessment of the great Spanish painter, whose tercentenary has lately been celebrated. Denys Sutton and T. Crombie have edited the new edition, and in their notes and comments they bring out the extent to which Velasquez was the precursor of the French Impressionists, who made it their aim to study the effect of light and atmosphere. At the same time a new volume makes its appearance in regard to one of the chief founders of the French Impressionist school. CAMILLE (Sidgwick and Jackson. 25s.) is a study of Claude Monet by C. P. Weekes, and it is more than that, it is a study of his early life and struggles, and those of his painter friends, as seen through the eyes of Camille, his devoted wife, who lived through his vicissitudes and died just before the days of Monet's acknowledged greatness and unexpected prosperity.

The *Daily Life* series, which started off with that brilliant volume *Daily Life Among the Aztecs*, by Jacques Soustelle, and was followed by an equally enthralling account of Vienna in the days of Mozart and Schubert, is now supplemented by Paul Zumthor's DAILY LIFE IN REMBRANDT'S HOLLAND (Weidenfeld and Nicolson. 36s.). This period between 1606 and 1669 was really the golden age of the wealthy Dutch bourgeoisie, an age indeed of wisdom and enterprise and, on the whole, one of frugality. What perhaps stands out was the astonishing commercial flair of the Dutch in those spacious days, their innate love of liberty and their corresponding hatred of oppression. Incidentally they were prodigious smokers; and here again their frugality comes in, for smoking was the cheapest of pleasures and people smoked everywhere—at home, at the office, in shops and inns, stage-coaches and barges.

Igor Stravinsky, perhaps the greatest living composer, conceived the idea at about the time of his seventy-fifth birthday of publishing intimate conversations with his friend Robert Craft. The first two volumes, previously published by Faber, now appear as a Pelican Book (7s. 6d. net), and this paper-back edition coincides with the publication of the third volume, EXPOSITIONS AND DEVELOPMENTS (Faber. 30s.). The whole world of art and music appears to scintillate in these pages, starting with the memories of Stravinsky's parents of Dostoievsky's "incredibly boring readings" from his own work. STRAVINSKY AT REHEARSAL (Dennis Dobson. 15s.) is a collection of Milein Cosman's drawings published in honour of the musician's eightieth birthday. The volume includes an introductory essay by Hans Keller.

Richard Edmonds

convey the feeling, sounds and smells of a place or the look of it quite as vividly as Mr. Harvester does in story after story. That is one of his strengths; another is in the power of his characterisations. He shares with Eric Ambler, though they are dissimilar as writers, the ability to make his central character a man who is something less than omniscient, though, nevertheless, intelligent; worldly without the *clichés* of cynicism and pre-possessing without good looks. This time, as in an earlier book, it is Dorian Silk, an English agent or spy, who has a very proper respect for danger, physical pain, death and boredom, but is constantly facing them in the routine of his work, and, up to now, getting the best of them. Unexpectedly, he has a neat way with a wisecrack and altogether he is a very believable human being. So, by the way, are his Russian and Afghan opposite numbers.

THE DOG IT WAS THAT DIED (Gollancz. 15s.) is by Mr. H. R. F. Keating, who, except for one lamentably irritating trick of style (he *will* interject verbless phrases, "The ridiculousness of boyish adventuring," "The bottom falling out of the world"), has written a most diverting story about psychological warfarers in Dublin. Anyone who has ever got as far as Grafton Street or O'Connell Bridge could have told these gentlemen that they had chosen the worst possible venue for their practices and that there is a quality in that city which is apt to confuse blimp and boffin alike, but that is all part of Mr. Keating's fun and he uses the possibilities deftly.

Miss Jennie Melville's detective story, COME HOME AND BE KILLED (Michael Joseph. 15s.), deals resolutely with suburban characters in their appropriate setting, complete to the smallest detail of dances at the tennis club, "parades" of shops and nosy neighbours. This particular brand of realism tends to have a rather damping, or at least a soothing, effect on the nerves of the reader, so that, while being mildly interested in the dark doings and curious about the murderer's identity, there is little question of suspense.

Vernon Fane

BONNY FIGHTERS

While Melbourne's direct and oblique influence remained dominant, "the Queen and Pam at first were friends." The "tiff began" in the '40's when, under Peel, she and Prince Albert learned their powers and rights, and Albert gradually assumed direction while the Queen ensured the succession. Soon enough, then, dear Lord Palmerston became the dangerous "Pilgerstein"; and on and off, the duel lasted till that turbulent priest died. In REGINA v. PALMERSTON (Evans. 42s.) Mr. Brian Connell has made a most stimulating selection from the thousands of letters between these duellists, and has restored the cuts in a few that appear in Buckle.

The *casus belli* of the hour usually concerned the balance of power in Europe, with their amusing switches of partisanship, but the "Court party" shows up best over the *Trent* affair, Albert's last triumph. To me the most amusing bouts are the Queen's long fight for the title of Prince Consort (which won Pam his Garter) and the Don Pacifico affair when Pam's five-hour *Civis Romanus Sum* speech got him back on his legs after a count of nine while the Queen and Prince had their hats in the air.

"At sixty-seven, there is no hope for his reform." They little knew his recuperative powers. The Queen and Palmerston were worthy opponents, both utterly sincere and obstinate. This exhaustively documented book is suited to the general reader who enjoys a clash of personality above stern historical and political facts. Perhaps the *years* in which events occurred might have been more clearly indicated, and quite certainly the editor has been unnecessarily discreet in his omissions in new matter; but there is little to quarrel within this amusing and valuable book which is admirably backed by authorities.

John Gore

Moran Caplat, general manager at Glyndebourne; Peter Ebert, the director, and Vittorio Gui, the chief conductor, discuss some production points after rehearsals. Glyndebourne's 1962 season opened recently with the first production at the Opera House of Debussy's *Pelléas and Mélisande*. The second production, opening on Friday June 15, is Mozart's *Così Fan Tutte*, with a cast which is almost completely new to Glyndebourne

OPERA IN SUSSEX

The season at Glyndebourne

Ingrid Bergman, still one of the most-sought-after of film actresses, talks with Trevor Howard, Sir Michael Redgrave (bearded), and Sir Ralph Richardson, during a break in rehearsals at the B.B.C. Television Centre in London. They were together for the filming and recording of a television version of *Hedda Gabler*, produced by David Susskind, the American director, as a joint Anglo-U.S. venture at a cost of over £140,000

DISTINGUISHED COMPANY

Together for a T.V. version of Hedda Gabler

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

S. Z. de Ferranti

Mr. Sebastian de Ferranti, the elder son of Sir Vincent de Ferranti, became managing director of the Ferranti Organisation on his father's retirement in 1958. Ferranti, one of the leaders of the electrical engineering industry and of the rapidly growing electronics and automation industries in Britain, was founded eighty years ago by the late Dr. S. Z. de Ferranti, Mr. Sebastian de Ferranti's grandfather. It now makes some of the largest transformers ever built in Europe and has the proud claim of producing the world's first commercially available electronic computer. Sebastian Ziani de Ferranti was born in 1927 and educated at Ampleforth. In 1947 he was commissioned in the 4/7th Royal Dragoon Guards. He trained with Brown Boveri, in Switzerland, and then with Alsthom, in France, joining the staff of the Transformer Department of Ferranti Ltd. in October 1950. He was appointed manager of the Distribution Transformer Department in 1953 and a director of the company in 1954. Married with a son and daughter, Mr. Ferranti lives at Kerfield House, in Knutsford, Cheshire. He likes horses and is a keen shot

ELECTRICITY'S LONG-TERM PLANNING

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

In less than twenty years, the electricity supply authorities in this country reckon they will probably have to deliver roughly three times as much power to British consumers as they do today. This is a more rapid rate of expansion than almost any other industry in the country can count upon with any confidence. Partly because of this confidence, and partly because of the time that it takes to put in the many kinds of capital equipment that deliver electricity to our switches, this industry is engaged all the time in a degree of long-term planning to which "Neddy" and other planners in British industry seldom aspire.

Electricity supply is also an industry which takes more capital for every pound's worth of product than most that you can name, and will be taking more yet as a larger proportion of the power stations that it builds are nuclear. So it is planning the spending of thousands of millions of pounds when it looks this far ahead. Then it becomes worth while to back the planning with costly capital equipment—computers of various kinds to calculate the comparative costs of different kinds of plant, and others which "simulate" the size and pattern of demand upon the system at any time in the future, according to all the forecasts that can be made of demand and generating capacity throughout the country.

Over the next fifteen to twenty years these planners have to allow for the probability that the power will be generated, on the average, somewhat farther away from where it is consumed than it is today. This is arising already, for various reasons. One of the main reasons is that there isn't enough water around in enough places to put the power stations conveniently near to the main areas of demand. One of the big 2,000-megawatt stations that the Central Electricity Generating Board is now planning to order needs about 1,350,000,000 gallons of water a day for direct cooling, though it puts most of this back into the river or sea when it is sited nearby.

If cooling towers are employed the amount of water used comes down, but even then 13,000,000 gallons a day will be actually used up in such a station, apart from the water that is recycled. Even "make-up water" in quantities such as this is hard to find. That is why many conventional stations, as well as all nuclear stations, are now being built around Britain's coast. Certain big new stations are being built with a forced-draught air-cooling system, which greatly reduces water consumption, but this seems likely to be costlier than ordinary cooling towers or coastal sites.

So far as siting the stations is concerned, there are also problems of getting rid of ash or effluent, and quite often objections on the ground of amenity from people who want a particular piece of moorland or coastline left undecorated with massive buildings, cooling towers and high chimneys. Moreover, the cheap places to generate power in future are going to be on the low-cost Midlands coalfields for coal stations, near deep-water anchorages for any stations designed to run on oil, and at coastal sites remote from thickly-populated areas for nuclear stations. From all three kinds of site, power will often have to be moved a long way to market. The biggest growth in demand now, which is expected to continue for quite a number of years, is occurring in Southern and South-Eastern England.

In the late '70's, when it is guessed that the peak electricity demand in Britain may have risen to about 70,000 megawatts, of which perhaps just under 30,000 megawatts might be nuclear and the rest mainly generated in power stations near pitheads in the Midlands, this will put very considerable demand on Britain's power transmission system. For the second time since the war, the electricity authorities are now considering a complete change in the grid (now the super-grid) system.

Over the years, the basic purpose of that grid system has been changing. When it first came into being, between the wars, its job was not to move large amounts of electricity around the country, from generating centres to areas of large consumption. It was simply to make more economical use of the country's generating capacity, at that time far smaller and scattered in far smaller power stations owned by many companies and local authorities.

In any supply system, you always need a certain amount of spare generating capacity: when the peak load comes, some plant will be out of service for repair and one has always to reckon with failures. Spare generating capacity in each of hundreds of small generating stations is a wasteful and expensive way of providing this necessary reserve. By connecting these stations into a grid linking up stations over a much wider area—eventually, on a national scale—you can reduce the amount of spare capacity that it is necessary to keep in being, "insuring" for safety in numbers.

Britain's first grid system was partly put in to do just that—allow interdependence between the separate generating authorities, and reduce the number of stations that had to be built to keep pace, with a sufficient reserve, to meet the growing demand. Its other purpose was to allow peak loads on the system to be met by the most efficient plant, delivering the cheapest power. The grid control centres, at any time, have data telling them the running costs of every station in the country, and the cost of transmitting power from one area to another; so when demand increases in any part of Britain they can supply it from the place that gives the lowest combination of generating and transmission costs. In recent years, since nationalisation, this has been the main job of the grid and super-grid, which is the 275,000-volt transmission system put in to reinforce the older 132,000-volt system.

When it put in the super-grid, the electricity industry was aware that it might have to go to even higher voltages fairly soon; a large part of that system was built with towers and other equipment capable of handling the heavier conductors required for, say, a 380,000-volt system. After a most elaborate process of calculation of the relative advantages of going on with the present 275,000-volt system, or going right up to 500,000 volts, it has settled for a system at 400,000 volts. There are places in the world where higher voltages are being used, or at any rate planned, but these are areas where the distances concerned are larger. For Britain, the calculations suggested that the 400,000-volt system could begin to come into service earlier, would be very slightly cheaper (though rather more complex to put in) and would raise less objection on grounds of amenity. It could be strung to a large extent over existing transmission routes and on existing towers, and such new towers as have to be built won't be much larger. A 500,000-volt system would be a much more obtrusive affair—and this question of visual amenity, with the public protests that it raises, is one which counts a lot with the electricity industry nowadays.

This system, which at present estimates would cost about £500,000,000 by the time it is completed, would have to deal with large transfers of power around the country as a normal concomitant of the huge demand

(*Continued on following page*)

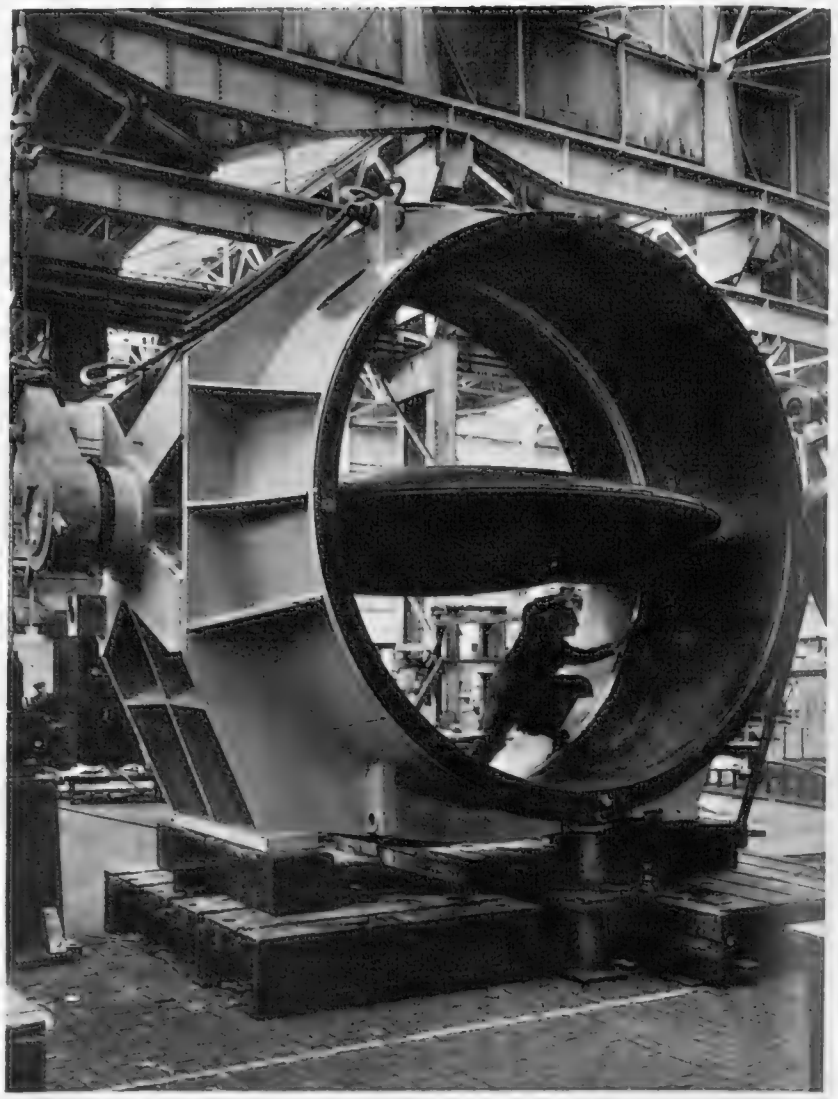
At work on the stator of the 20-MW alternator built by Brush Electrical Engineering Co. Ltd. for a Bristol Siddeley gas turbo-alternator. This is to be installed at the Central Electricity Generating Board's Hams Hall power station, near Birmingham, and is scheduled to be in operation in time to meet next winter's emergency loads

LONG-TERM ELECTRICITY

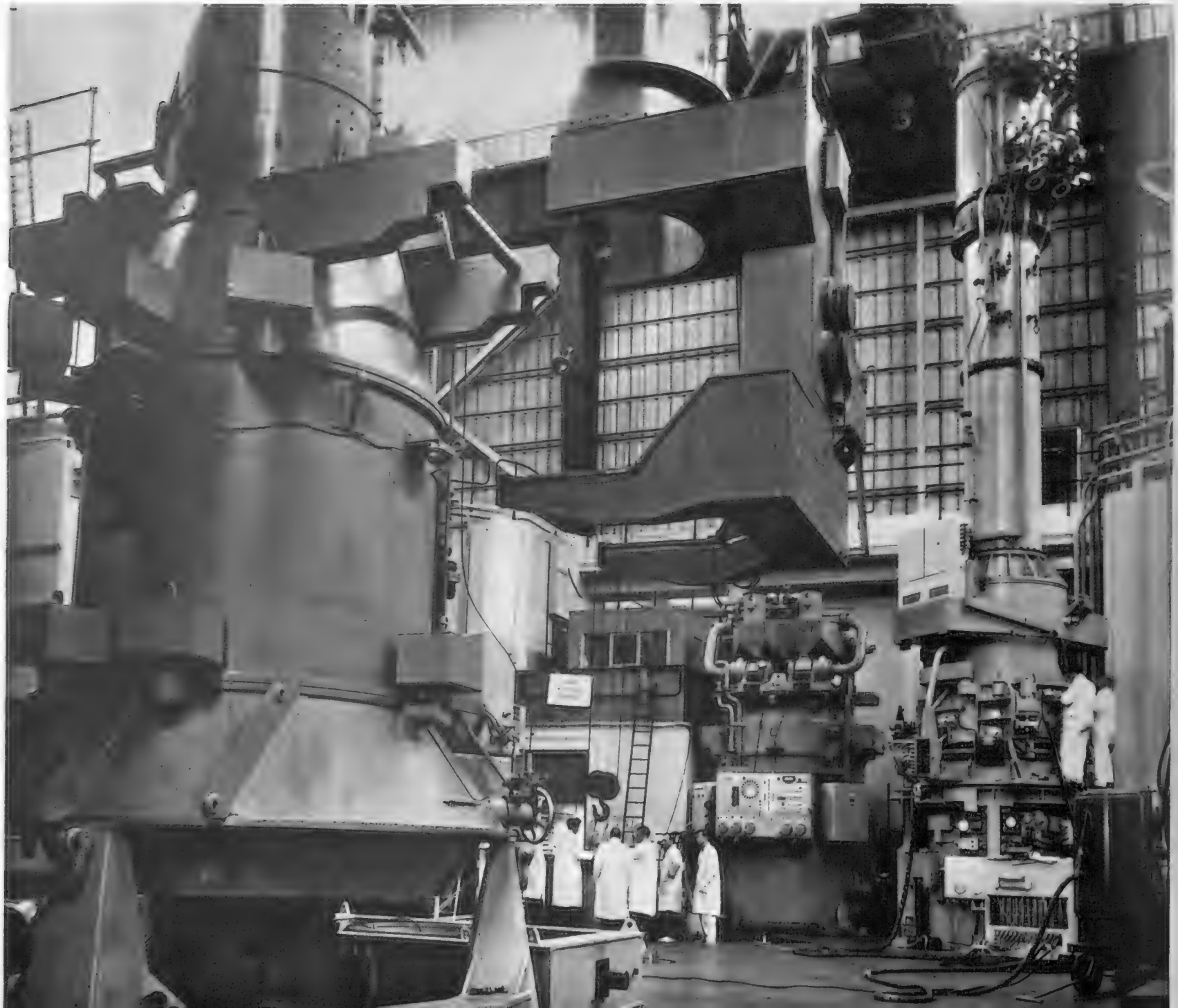
(*Continued from previous page*)

for power expected in the late '70's. There would be numerous flows of up to 4,000 megawatts over 50—100 miles, and there could be a need at times for transfers of up to 8,000 megawatts from the Midlands south, with 6,000 megawatts needing to be moved as far as London. At peak loads, there might be a need for the movement of 50,000 megawatts of power out of the total planned generating capacity of 70,000 megawatts.

Nobody in the electricity industry expects the actual pattern of demand and generation in the late '70's to be exactly what they are guessing today. The new system will have to be altered as they go along with building it; transmission is one of the more flexible kinds of investment in electricity. But if electricity continues its fantastic, but so far unfailing, rate of expansion, these kind of transfers will be needed around the country fifteen years or so from now; and this industry, which has to plan farther ahead than most, will be ready to make that much power where it is economical and move it to where it is wanted.



Right: An 11-ft. 4-in.-diameter butterfly valve being completed at the Scotstoun works of Harland and Wolff Ltd. for English Electric. It is the main inlet valve for Culligan power station, part of the North of Scotland Hydro-Electric Board's Strathfarrar-Kilmorack hydro-electric scheme in Inverness-shire. For Culligran, English Electric is supplying a 30,500-h.p. Deriaz turbine operating at 300 r.p.m. and driving a 22,000-kW. generator. It will be the first Deriaz turbine installed in Britain. Named after Paul Deriaz, former chief designer of water turbines at English Electric, Deriaz machines are the most recent type of water turbines. They were first supplied for the Niagara Falls scheme



Below: Technicians at work on the charge face floor of the No. 1 reactor of the Central Electricity Generating Board's 275-megawatt nuclear power station at Berkeley, in Gloucestershire. Berkeley, one of Britain's first commercial nuclear power stations, is due in service shortly. It has two reactors and is being built by A.E.I.-John Thompson Nuclear Energy Co. Ltd. Equipment in the photograph includes (left foreground) the chute machine, used to position the fuel charge chute; and (centre background) the charge-discharge machine, which loads or unloads fuel elements through the chute (right background). Top centre is the crane for moving equipment

The photograph taken in the heart of Dulwich village shows several original Georgian houses, with post-war neo-Georgian replicas alongside

VILLAGE IN A SUBURB

What is now the suburbia of Greater London was once a complex of villages in a rural setting of farms and fields. A few of the suburbs still keep a village atmosphere, though the fields are mainly gone. Dulwich is one of these, with an old village street, a toll-gate and an elm supposed to have sheltered Elizabeth I.

Most of Dulwich is incorporated in the 350-year-old Alleyn's College Estate, which is mainly located in the Borough of Camberwell, with small parts in Lambeth and Lewisham. The Manor of Dulwich was bought in 1605 by Edward Alleyn, the Elizabethan actor-manager. He commissioned Inigo Jones to build a college, known as "The College of God's Gift in Dulwich," which was completed in 1616. The College only really began to prosper in the eighteenth century. In 1805 an Act was passed which indirectly gave to the College the freehold possession of 130 acres of Dulwich Common, which increased in value when a further Act enabled the College to let its land on long-term building leases.

In 1858 the Estate was reconstituted in two branches, educational and charitable. Under the educational section two schools were established, the Upper, now Dulwich College, and

(*Continued on following page*)

An example of the obsolete Victorian mansions which are now being demolished

Type "A" house of the six different house designs now being built on the Estate

The centre of Dulwich village still retains its rural character. No public transport runs here

The Dulwich Picture Gallery, designed by Sir John Soan

London's last tollgate is in College Road, Dulwich, less than five miles from Charing Cross

VILLAGE IN A SUBURB

(*Continued from previous page*)

the Lower, now Alleyn's School. A new college to house the Upper School, designed by Sir Charles Barry, was erected on 40 acres of Dulwich Common and opened in 1870.

The mid-nineteenth and early-twentieth century saw a growth in the prosperity of the Estate, and the erection of three railway stations at Dulwich West and North and Sydenham Hill brought Dulwich within some thirty minutes of the centre of London. It acquired a reputation as a fashionable residential area. The rateable value increased thirteen times between 1820 and 1870, and in the same period the population trebled to 2,000. The population today of the Estate is 16,000. Despite this development, the Estate Governors have preserved the area's rural features by retaining more than 400 acres as private open space. The last farm was closed in 1939.

Development in the early part of this century included the replanning of the shopping centre in the village and the construction of a network of roads across the Estate. In the last five years the Estate Governors have undertaken an active redevelopment programme involving the demolition of Victorian mansions with 20-25 rooms apiece and replacing them with some of Britain's most attractive post-war domestic architecture designed by Austin Vernon and Partners and constructed by Wates Built Homes Ltd. The near future will see the completion of about 90 acres of new residential development, including the largest scheme of post-war luxury houses in the £15,000-£20,000 bracket, many blocks of 8- and 9-storey leasehold flats and 3-storey neo-Georgian terraced houses.

Careful consideration has been given to the preservation of the atmosphere of the Estate. As well as skilfully blending the old Georgian houses with the neo-Georgian, a landscape architect, Mr. Derek Lovejoy, formerly consultant to the Crawley Development Corporation, has provided the development with a park-like setting, preserving and incorporating into the scheme sound, mature trees and shrubs. All vehicular traffic has been separated from the residential areas.

The playing-fields of Dulwich College, with the buildings of Sir Charles Barry in the background

ned in 1817

A distinctive nineteenth-century wrought-iron balustrade of a railway bridge in Dulwich, which has three stations

A three-storey terraced house designed by Austin Vernon and Partners and built by Wates Ltd., at Sydenham Hill. Set in open landscaped gardens, the houses are sold on 99-year leases

"Mother and Child," a modern sculpture by Patricia Rowland, stands outside a block of flats

One of the forty-two luxury houses

The multi-storey block of flats in Farquhar Road, Dulwich Wood Park, is situated in specially landscaped grounds

MOTORING

LE MANS PROSPECTS

A Ferrari victory probable; on the Channel Air Bridge; and voluntary tests for instructors

By **COURTENAY EDWARDS**

It looks like another Ferrari victory at Le Mans this year. The Italian cars with the symbol of the prancing horse have won this classic 24-hour race for the past two years.

Last year, Phil Hill, the American who is the reigning World Grand Prix Champion, sped to victory at an average speed of 119·92 m.p.h. with Olivier Gendebien of Belgium as his co-driver. In the 1962 event, which takes place on the 8·36 miles circuit in the Sarthe in a week's time, these drivers are teamed up again in one of four factory-entered Ferraris. I do not know yet which car Hill and Gendebien will be driving, but the formidable Italian team will include two new racing sports cars: one with a V-12 engine at the front, the other with a V-8 engine at the rear.

The race organisers this year received a record number of 118 applications. Of the 56 chosen to take part 20 are grand touring cars eligible for the manufacturers' grand touring championship and 36 experimental prototypes. Although the Gran Turismo Championship is technically the most important feature of this race, the big prototype sports cars will almost certainly provide most of the excitement.

Italy has a total of twenty-six cars, including Ferraris, Maseratis and Oscas. Britain has the next largest national entry with sixteen cars, including the following makes: Aston Martin, Jaguar, Tojeiro, Austin-Healey, Morgan, T.V.R., Sunbeam, Marcos and, of course, Lotus. There will be only one American car—a Chevrolet Corvette—entered by an Italian team. Germany will have four Porsches with the new flat-eight engine. France will have only a few of the tiddlers, which make this race so dangerous by providing a big speed differential between them and the big cars. This year these are expected to thunder down the Mulsanne Straight at close on 200 miles an hour—at least 90 m.p.h. faster than the small 750-c.c. cars.

Of the three Aston Martins taking part only one—a new model—has been entered by Mr. David Brown's organisation, and Sir William Lyons has not yet thought fit to return to motor racing, so the two E-type Jaguars down to race next week are privately entered. Mr. David Murray's Ecurie Ecosse, which has won this race twice before with Jaguars, has this year entered two Tojeiros with 2½-litre Coventry Climax engines of the kind which won the World Championship for Jack Brabham and the Cooper company in 1959 and 1960.

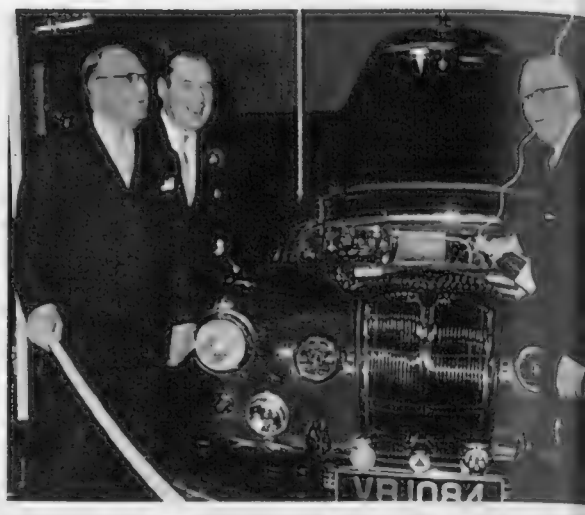
Ferrari have won this motoring marathon three times in the last four years and it is time that Britain—winners of the race six times since the war—gained another victory, although somehow I do not see them doing it this year in the face of the strong Ferrari effort.

The other day I was driving a 3-litre Rover near the French-German frontier only three hours after I had been cruising about in Essex in the same car. This apparent motoring miracle was made possible by the new service which Channel Air Bridge is now operating between Southend and Strasbourg—a distance of just over 400 miles—with their new four-engined Carvair car ferry aircraft. The flight takes about 2¼ hours. It costs between £7 and £25, according to the size of car, to use this ferry service each single journey. The return passenger fare is £27—or £24 3s. for a 23-day "excursion" ticket.

Frankly, I was formerly a little sceptical about the prospects of the "deep penetration" services projected by Channel Air Bridge. In fact, this enterprising firm's long-distance services to Basle and Geneva have proved remarkably successful.

In the first two months of the Swiss services they carried nearly 700 vehicles and well over 1,500 passengers. At the beginning of June bookings had been taken on the Basle, Geneva and Strasbourg services for a further 2,500 vehicles and 10,000 passengers. There is a daily return service to Geneva and Basle and a return service to Strasbourg every day of the week except Tuesday and Thursday. By the time these notes appear, Channel Air Bridge will probably have three Carvairs in service. They carry five cars and twenty-two passengers. The three "deep penetration" services will continue during the winter, though at a reduced frequency.

Another new car ferry service that is doing well is the *Free Enterprise*, put into service last month by Townsend Brothers, who pioneered car ferry services across the Channel as long ago as 1928 with a ship—*The Artificer*—which took only fifteen cars. They had to be hoisted aboard by crane. The new *Free Enterprise*, designed specifically for the job, has room for 130 cars on two decks and has a service speed of 20 knots. Townsend Brothers, whose present chairman is Mr. George Nott, operates only between Dover and Calais. At the moment there are two return trips each day. In July and August there will be four return trips every 24 hours.



Sir William Lyons, the chairman and managing director of Jaguar Cars and the Daimler Company, tops up a Daimler limousine radiator with champagne to launch the first of a fleet of the vehicles to be taken into Victor Britain chauffeur-driven service. On the left is Mr. Eric H. Owen, the chairman of Victor Britain, with the managing director of the firm, Mr. Victor Britain

The new Gitane 1000 grand touring car

The *Free Enterprise* is propelled by controllable pitch twin propellers driven by supercharged 12-cylinder diesel engines. She is a most comfortable ship and is proving very popular with motorists who like to start their Continental motoring tours with a breath of sea air.

Miss Denise McCann, chairman and managing director of the British School of Motoring, does not think that the Minister of Transport has gone anything like far enough in making provision in his Road Traffic Bill for some voluntary form of test for driving instructors. "It is a step in the right direction," she told me, "but it does not go nearly far enough." She pointed out that it is not compulsory and that it is only a test. "It really is ludicrous." she said, "that there should be no compulsory training for qualification as a driving instructor. The British School of Motoring, which has 140 branches throughout the U.K. and nearly 2,000 instructors, has long had its own training school for instructors and I have offered the Minister of Transport our full co-operation—including the full use of our training school—in organising any national scheme for the proper training of driving instructors."

Miss McCann said what was needed was a rigorous course setting a common standard of an instructor's capability to teach; and periodic Government-inspired tests after the instructor has undergone his full initial training to ensure that standards are maintained.

The Sprint version of the new 6-cylinder Alfa Romeo 2600 model. The three versions of this car, which were announced at the Geneva Motor Show held in March this year, are now available in Britain. The Sprint is a four-seater coupé costing £2,979. The 2600 Spider—a two-seater with occasional seats for two others—costs £2,806, and the five/six-seater saloon is offered at £2,745 10s.

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INDUSTRY AND THE STOCK MARKET

AIR HOPES

By "THE SPHERE" CITY CORRESPONDENT

"All the trends indicate that 1962 will not be less successful than last year." "I believe that one is entitled to be more confident and encouraging about our own affairs than the critics and commentators of the industry as a whole are willing to allow." These two confident statements have recently been made by leading figures in Britain's aircraft industry. They are, respectively, Sir Thomas Sopwith speaking as chairman of the Hawker Siddeley Group and Sir W. Reginald Verdon Smith, chairman and joint managing director of the Bristol Aeroplane Company.

Hawker Siddeley—who have an important industrial side and large interests in Canada as well as their airframe division—are now one of the major producing units in Britain's aircraft industry. The other is the British Aircraft Corporation, a private concern in which three noted companies have a share stake. These three companies are Bristol Aeroplane, the Vickers shipbuilding and engineering group and English Electric. These two airframe groups were created as a result of deliberate Government policy a few years ago. Hawker absorbed De Havilland, Folland and the Blackburn group, while the other three producers came together under B.A.C. This amalgamation among the airframe producers was paralleled by the creation of two aero-engine producers, namely, Rolls-Royce (which now have a share in the Napier side of English Electric) and Bristol Siddeley engines. This latter, now a major industrial unit, is jointly owned by Hawker and Bristol.

The process of mergers has been almost complete—but not quite. The remaining independent group is Handley Page, who sought to keep the development of their Herald aircraft free from one of the other larger airframe concerns. But in the face of Government policy to give preference to the merger companies, and after the recent death of the Handley Page chairman, the company's future is reckoned rather problematical in the City.

The airframe and aero engine companies are closely dependent on the civil market, where research spending has to come out of profits. The appearance of heavy research spending was one of the features of Rolls-Royce's recent results, which came as a major disappointment to stock markets. Announcing a lower dividend for 1961, Lord Kindersley showed that the group would have made a loss if it had charged on current account all the research actually incurred during the year.

But the basic case for investing in the aircraft industry is, first, that dividend yields tend to be above the average for industrial shares and, second, that the now concentrated industry should prosper provided there is no major economic setback. Though companies may meet problems, investors can reasonably expect to benefit from progress—such as Hawker's success with vertical take-off aircraft, officially admitted to be two years ahead of comparable American efforts.

On the airframe side, the Hawker Siddeley Group must be reckoned an outstanding investment. This is one of Britain's leading companies, with sales running at £320,000,000 a year and an end-1961 order book of £350,000,000. Despite the larger dividend paid for 1961, Hawker £1 ordinary shares have fallen back to just above their par value. On an 11 per cent. dividend, the shares are clearly attractive for investors primarily concerned with income.

Public investors cannot buy a direct stake in the British Aircraft Corporation; the main question is which to choose of its three quoted shareholders? Two of the three, namely, English Electric and Vickers, have important interests outside the aircraft business. In other words, an investor who wants to buy a stake in aircraft will find his interests swamped, in these two groups, by engineering and steel and by electrical equipment respectively. But Bristol has attractions as an aircraft holding group. Apart from its interest in B.A.C., Bristol owns a shareholding in the Westland helicopter firm. This resulted from the sale of its own helicopter side to Westland as part of the Government's rationalisation plans.

On the aero-engine side, Bristol is an equal partner with Hawker in Bristol Siddeley Engines—with the difference that for Bristol the stake is relatively much more important than for Hawker. In their last balance sheet, Hawker disclosed that they had received more than £2,000,000 from Bristol Siddeley in dividends and loan interest—this is believed to be comparable to the earnings produced by their entire industrial side.

Bristol, through its spread of investment interests (it also owns aircraft servicing interests outside Britain), offers investors a greater protection against year-to-year profit fluctuations. For this reason, the shares offer about 8 per cent. against Hawker's 10 per cent., so that Bristol ordinaries should appeal to investors for whom security is rather more important than larger current income.

Buying shares in Hawker or Bristol is the only way to acquire a stake in Bristol Siddeley Engines. To invest in the other engine producer, namely, Rolls-Royce, seems rather hazardous ahead of the 1961 report and annual meeting, pending further guidance from the chairman on prospects, including the motor-car side. This has suffered from restrictions on capital allowances given on cars, though talks are now being held for a possible association with B.M.C.

GOOD LIVING *By Ganymede*

The recent reunion of the principals, directors, and friends of Percy Fox Ltd., led me to a three-day flying visit to the wine-lands of Germany. A rota had been started last year, by which a different principal of the company acts as host to the party each year. Now it was the turn of Langenbach and Co., and so our visit was centred on the ancient city of Worms, the crossroads between the Rheinhessen and the Palatinate. We were made comfortable at the very modern, new Domhotel, which has been open only for a few weeks.

I could not help getting the impression that Worms is completely undermined by cellars belonging to Messrs. Langenbach, so many are their establishments dotted about in the various parts of the city. Two vast cellars come to my mind especially. They are connected with each other by a long tunnel, presumably under a roadway. Through this tunnel runs a shining steel pipeline, ensuring the uninterrupted flow of wine. The numerous "wineries" are equipped with the latest mechanical means. Clever automatic machines sterilise, fill and cork thousands of bottles. The flow of work continues along an even cleverer line of machines doing the capsuling, labelling and packing.

There are cellars with row upon row of giant oval-faced casks for Rhine wines and round ones for Moselles. Other cellars are entirely devoted to the making of Sekt, the German sparkling wine made by the *méthode Champenoise*. Yet another plant specialises in the blending and bottling of Kalte Ente (cold duck), a blend of one-third Sekt, two-thirds still wine with lemon flavouring.

The fact that most of the vineyard surrounding the Liebfrauenkirche belongs to Langenbach's completes the image of identification between the old firm of Langenbach and Worms, the city of the Niebelung legend. This vineyard produced the original Liebfraumilch, until it became so popular that today any wine grown in the Rheinhessen can be called by that name. The genuine article, on the other hand, has the word "Liebfrauenstift" included in its name.

The sprinkler system in the Ruver valley

At a tasting during our visit, a 1959 Wormser Liebfrauenstift Riesling Spaetlese made a fine climax after some lighter wines from the Moselle and the Rheingau. At the same time we also tasted Langenbach Privat Brut (sparkling) and the Kalte Ente which I have referred to already. This is not available here, but anyone can make his own blend. It would make a very refreshing summer drink.

In the Rheingau we visited Schloss Johannisberg, and Kloster Eberbach, where we stopped for lunch. There, after a 1958 Hattenheimer Nussbrunnen Kabinett, no doubt for our education we were given a rare German red wine, a 1947 Assmanshaeuser Hoellenberg Spaetburgunder Kabinett. This was conclusive proof that the Pinot Noir grape prefers the climate and soil of Burgundy. An interesting dish at this meal consisted of small mushrooms in a light batter deep fried and served with sauce *remoulade*.

At other meals the other principals, Cordier from Bordeaux and Thorin from Burgundy, were represented by their red wines, the champagne was Lanson, and the cognac Denis-Mounié, with a choice of liqueurs from Henkes' distillery of Rotterdam. I only wish I had the space to list all the fine German and other wines we drank during the three days and the menus of the excellent meals.

On our way to Luxembourg to catch our plane home, after passing through Bernkastel and driving along the Moselle, we stopped at Waldrach on the Ruver (tributary of the Moselle), where Langenbach have their largest vineyards. On the lower part of the very steep hillside we saw a recently-installed sprinkler system. It has a double purpose. It can water the plants in times of drought, but the main reason for its existence is an effective protection against frost damage.

When frost is imminent—and this is most frequently on the lower slopes—the water is turned on and forms a protective layer of ice on the leaves, preventing damage. The water is stored in an artificial pond made by damming the little river. This is stocked with trout, and we had some fine specimens of Langenbach trout "*au bleu*" for our lunch in the nearby hostelry. It was washed down by 1959 Waldracher Krone, and with the next course we had another lovely local wine, 1959 Waldracher Hubertusberg Riesling Auslese.

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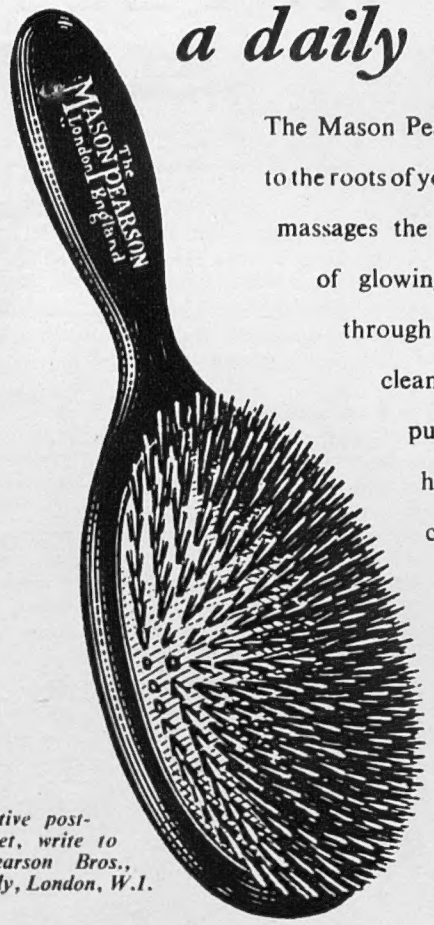

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, Ingram House, 13-15, John Adam Street, London, W.C.2.

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THE CHANNEL ISLANDS are a varied quintet in size, shape and atmosphere. Jersey is the most popular holiday resort, Guernsey is quieter, Herm is a quite self-contained little spot and Sark has its regular devotees. Alderney, too, the most northerly island, has its own appeal.

Jersey, the subject of this article, has a tremendous number of hotels for a smallish island and, although the majority cluster round the main town of St. Helier, the other three sides of the island have a selection that are well worth visiting.

One such is *Water's Edge Hotel*, at Bouley Bay—on the north-eastern side. Here the hotel, once a smuggling inn, is the only building and thus the views of the diminutive harbour, the rocky cliffs and the beach are quite unspoilt. No longer recognisable as an inn, *Water's Edge* has, of recent years, blossomed into a luxurious four-star international hotel with almost half the bedrooms with private baths. The amenities do not end there. We were intrigued with the Mink Bar which sets the tone of the house, the fully-equipped ladies' hairdressing salon, the picture-windowed restaurant with dance floor in use every night (plus a frequent cabaret) and the Jersey Underwater Centre. Here there is equipment of every kind for enjoying this popular sport, as well as an experienced instructor.

The cuisine, as one would expect in an hotel of this class, is of a high standard with an *à la carte* menu and wine list and the service by the Continental staff has that touch of expertise that makes all the difference.

Clearly no expense has been spared in the fitting out of *Water's Edge* to the best international standards—even to such a small point as iced water in the bedroom—and, when the management is enterprising enough to provide every guest with a small bottle of Champagne on arrival, one feels that a de luxe holiday has certainly got away to a good start!

Moving clockwise round Jersey one comes to Rozel—and *Le Couperon Hotel*. A fortress and barracks in the time of Napoleon and standing right on the beach, the old walls of *Le Couperon* have been built on and skilfully blended into a most unusual and very up-to-date hotel.

Mr. and Mrs. C. Sharp, the resident proprietors, saw the possibilities of this " hollow square " of buildings which overlook the tiny harbour and the result of their efforts is most effective. A sun-trap terrace, sheltered from any wind, is surrounded by a series of comfortably furnished bedrooms, many with private bathrooms and balconies. On ground level, and with picture windows cut into the thick walls, are an elegant lounge and a cocktail bar. Here, too, is a patio and the restaurant, where the wide choice and the good service of the Spanish staff bring many a Jersey resident to lunch and dine with the house guests.

En route to St. Helier, mention must be made of the small *Moorings Hotel*, at Gorey. The motoring organisations have rightly awarded it a rosette for good food and a meal here should be the aim of every Jersey visitor. Group-Captain and Mrs. Harrison have maintained a very high level of cuisine for quite a few years now and the wine list is equally consistent.

The most southerly of our recommendations is the *Ambassador Hotel*, at St. Clement's Bay—to the east of St. Helier. A sunny position overlooking the sea, private bathrooms and balconied bedrooms are the first attractions and some friends who stayed there extolled the excellence of the Continental-style catering and their delight in the comprehensive wine list.

Quite a different type of hotel is *Longueville Manor*—a stately Jersey home of Norman antecedents a mile inland from St. Helier and three-quarters of a mile from the sea. Of recent years a great many improvements have been made by the owners, Mr. and Mrs. S. E. Lewis and their son, Mr. N. S. Lewis, including a new wing of bedrooms with private bath and much modernisation elsewhere in the hotel. Facing south and standing quietly in its own grounds, *Longueville Manor* should be considered by anyone seeking winter quarters—it is centrally heated.

St. Helier is a busy town, thronged with residents and visitors, who overflow its pavements at almost any time of the year. If you want to stay within walking distance of the shops (it is easier than taking a car into the centre !), I suggest the *Ommaroo Hotel*, at Havre des Pas. This is the part of the seafront away from the docks and within five minutes' walk of the town. At this long-established family hotel, ably managed by Mr. and Mrs. Bowey, sunshine is never long absent and, for winter residents (who are catered for in full measure) there are central heating and special terms.

St. Aubin is a small harbour and a wonderful stretch of sand. About a mile west from St. Helier and standing well back from the main road is *La Haule Manor*, once a country house and—still keeping the atmosphere—now a comfortable hotel with a friendly and personal service, light and airy rooms and a well-kept garden. Here Mrs. A. Parker makes her guests feel very much at home whatever the month, the terms are reasonable and the outlook delightful.

Still moving westwards we come to St. Brelade's Bay, where there are two first-class hotels, *L'Horizon* and *St. Brelade's Bay*. The former has a luxury appeal in layout, appointments, service and cuisine. Open all the year round, it attracts those who can afford to pay for the best that money can buy. The *St. Brelade's Bay Hotel*, considerably enlarged and modernised of recent years, is essentially a seasonable family hotel which has a tremendous pull for families. Menus (both *table d'hôte* and *à la carte*) are well planned, the cocktail bar is attractive and there are nightly dinner-dances to a resident orchestra. Across the road is a mile of broad, clean sand and the bay is ideal for water-ski-ing. The setting is thus reminiscent of the Caribbean and hotels, gardens and surroundings all go to add to this impression.

Finally, mention must be made of an unusual hotel at Corbiere. Perched on Jersey's south-western tip and overlooking the lighthouse is *Le Chalet Hotel*. A most skilful conversion from an old farmhouse into a luxury hotel, there is a penthouse floor as well as two attractive villas in the grounds. Service, atmosphere and cuisine are Austrian in style—the whole most efficiently directed by Mr. John Scherer.

Published Weekly by ILLUSTRATED NEWSPAPERS LTD., Ingram House, 13–15, John Adam Street, London, W.C.2, and Printed in England by MARTLET PRESS LTD., 88–94, Old Kent Road, London, S.E.1.
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